

Weather

Cold and improving today. The maximum temperature yesterday was 41.5 and the minimum 35.4, the figures for the corresponding day last year being 47.6 and 28.3.

THE CHINA PRESS

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中華民國二十一年一月十二日

SHANGHAI SUNDAY, JANUARY 12, 1919

光緒三十四年三月廿四日 20 CENTS

LENIN ARRESTED AS 'MODERATE' BY TROTSKY'S ORDER

Bolshevik Leader Accused By Partner Of Becoming Too Conservative

ADVOCATED PEACE

Favored Formation Of Coalition Government To End Chaos In Russia

TROTSKY DICTATOR

Meantime Petrograd Is In Danger Of Turning Into Huge Cemetery

(Reuter's Agency War Service) Copenhagen, January 8.—A message from Moscow states that Trotsky has arrested Lenin because the latter was becoming too moderate and desired to form a Coalition government. Trotsky is now absolute dictator and intends to continue the reign of terror. Stockholm, January 4.—Bolshevik arrested at the Finnish frontier describe the condition of Petrograd as desperate, saying that the city will soon become one large cemetery. Numbers of starving people are falling dead in the streets.

ESTHONIA ASKS BRITAIN TO SUPPLY MUNITIONS

Wants 20,000 Rifles And Six Batteries Of Field Guns To Fight Bolsheviks

(Reuter's Agency War Service) Helsinki, January 8.—Esthonia has requested Great Britain to despatch 20,000 rifles and six batteries of field guns together with the necessary ammunition. The Esthonian Government urges its inability to withstand the advance of the Bolsheviks without these supplies.

PADEREWSKI HAS PLAN FOR COALITION CABINET

Would Consist Of Eight Representatives Of Old Kingdom Of Poland

(French Wireless) Zurich, January 10.—(via Lyons and Koukaza.) According to the scheme for a national coalition government presented by M. Paderewski, the Cabinet should consist of eight representatives of the old Kingdom of Poland, of whom three should be Socialists and five members of the other parties, four representatives of what was formerly Austrian Poland and four from German Poland.

COUP IS SHORT-LIVED

(Reuter's Agency War Service) London, January 8.—The Times correspondent at Warsaw states that the success of the coup d'etat mentioned yesterday morning was short-lived. The members of the Cabinet, who had been kidnapped, have been discovered and set free and the occurrence has merely served to strengthen the hands of General Pilsudski.

MIKIMOTO ROBBERY TRIAL IS SET FOR VLADIVOSTOK

Jembitski And Silberstein, Suspected Men, Sent Away On Penza Yesterday

Adam Jembitski and Jacob Silberstein, Russians, arrested in connection with the robbery of the Mikimoto pearl store on Nanking Road a month ago, were yesterday sent to Vladivostok for trial by the Russian Consular Court here. The men went on the Penza. Sufficient evidence was introduced against the suspected robbers by the Shanghai police in four hearings before the Russian Consular Court to hold them for further trial. The case is outside the jurisdiction of the Consular Court here.

Figures On Opium Deal Made Public By Official

Telegrams From Local Commissioner Reveal Details Of Sale Of Stock To Syndicate

Telegraphic communications between Mr. Feng Kuo-huan, the Commissioner for Opium Prohibition, and the Ministry of Finance and the Interior were made public yesterday by Commissioner Chang. These included two telegrams sent by Mr. Feng at the time of the purchase from the Shanghai Combine and the sale to the Yeh Chi Medical Syndicate. One telegram addressed to the Ministry of Finance stated that Mr. Feng had received \$13,397,349 worth of government bonds from the Ministry and had handed over the bonds to the Hongkong and Shanghai Bank for payment of the stock. The bank was to refund certain sums of money if the stock was found to be short. Mr. Feng, says the message, had accepted 1,024 chests of Bengal Opium from the Combine, one chest of Bengal opium which was found in the godown and had been confiscated because of the absence of ownership, another incomplete chest with 13 balls, another chest with 33 balls and 471 chests and 24 caddies of Malwa opium. The number of chests thus accepted was 1,024. As to the price paid to the combine the message says, he de the confiscated opium which was not paid for, the value of the 1,024 chests of Bengal opium at \$1,200 per chest amounted to \$1,228,800; that for the chest of 33 balls was \$1,580; that for the chest with 13 balls, \$1,015, and the price for the 471 chests and 24 caddies of Malwa, also at \$1,200 per chest was \$1,228,800. The total price paid for the entire stock was \$1,231,397,349 which, calculated at the exchange rate of \$1.32675 for the Mexican dollar, amounts to \$1,636,966.63 in government bonds. Deducting this from the amount of the bonds received by the Commissioner, there are still left in his possession \$290,930 worth of bonds. The difference of \$6.63 was advanced by the Commissioner.

Another telegram sent by Commissioner Feng to the Ministry of Finance stated that among the 1,024 chests of opium handed over by the Combine, there was one chest of coal and there were short 23 balls of Bengal opium, while the 549 chests of Malwa opium weighed only 47,124 catties instead of 54,950 catties, making it 73% chests short for the Malwa opium. Therefore the total number of chests taken over from the Combine was 1,497 chests and 24 caddies. Deducting the 265 chests sold to the Yeh Chi Syndicate, there remained 1,232 chests and 24 caddies left in the Jardine's and Sassoon's godowns.

Yesterday proved the record day to date in the inspection of the stocks of opium to be burned, an even hundred chests being examined at Messrs. Jardine, Matheson's godown on Szechuen Road.

This brings the total number of chests inspected to date up to 288, counting the two chests of Malwa opium opened in addition to the Patna on the first day. There are still 162 chests of Bengal opium in his godown and it is expected that the work will be finished on them tomorrow. No further traces of amperling were discovered yesterday. The inspection will be continued today.

Preparations are going forward for the organization of the International Anti-Opium Association, the formation of which is to be taken up at next Friday's mass meeting at the Y.M.C.A. A strong convening committee is being formed, many prominent officials and business men having consented to serve.

LONDON TROOPS MAKE NEW DEMONSTRATION

March To Downing Street And Submit Grievances To General Robertson

(Reuter's Agency War Service) London, January 9.—There was another demonstration of men belonging to the Army Service Corps, most of the ex-infantrymen, today, 4,000 marching in orderly fashion from Park Royal to Downing Street, where they demanded to see the Premier. They were told to go to the Horse Guards Parade. Their grievances were there submitted to General Sir William Robertson and some of the men subsequently stated that Sir William Robertson promised, among other things, that no man over forty-one years of age would be detailed for any draft overseas.

The whole question of demobilization continues to be much discussed. Critics maintain that the authorities should have tackled it long ago and obviated the situation in which they are faced by thousands of genuine grievances.

It is pointed out in defence of the authorities, that the problem is one of the most delicate and most complicated the Government have to face and was precipitated by the suddenness of the armistice. The various departments concerned, including the War Office, are now speeding up to the utmost in the matter and it is hoped there will be no more serious trouble.

BUSINESS SUSPENDED FOR MR. ROOSEVELT'S BURIAL

Representatives Of Allied Governments Are Present At Ex-President's Funeral

(Reuter's Agency War Service) New York, January 8.—In a light snowstorm the remains of Colonel Roosevelt were buried today at Oyster Bay after a funeral service at which the Vice-President of the United States, Thomas Riley Marshall, represented President Wilson. Representatives of the Allied Governments and a distinguished body of Americans were also present.

Mr. Lloyd George cabled a message of sympathy from the British people. Business was suspended at the time appointed for the interment.

China Sends Condolences

Dr. Yung Kwai, First Secretary of the Chinese Legation at Washington, was instructed by President Hsu Shih-chang to offer his condolences to the family of Colonel Theodore Roosevelt. The Tsing Hua College at Peking also sent a message of sympathy to Oyster Bay.

OPERATIONS IN PROGRESS ON ONLY TWO FRONTS

Caucasus And Trans-Caspia Still Are Scenes Of Military Activity

(Reuter's Agency War Service) London, January 9.—The only theaters, apart from Russia, where active operations are still going on are the Caucasus and Trans-Caspia. The British troops have now occupied the three bridgeheads across the Rhine.

With regard to the repatriation of prisoners of war, the figures to January 6 were 6,900 officers, 134,000 men and 4,500 civilians.

The situation in the Balkans continues difficult owing to the shortage of food. Supplies have already been sent under armed guard to Vienna. The Turkish garrison in Arabia has laid down its arms, with the exception of the garrison at Medina, where Fakhr Pasha is still holding out. The Turkish Government has been informed that unless the conditions of the armistice in this particular instance are complied with the Dardanelles forts will be destroyed.

Regarding the situation in Russia it is again authoritatively emphasized, from the point of view of the General Staff, that the present position is solely with a view to ending the war with Germany and ensuring complete immunity from German military aggression in future. 6,000 Russians, Karelians and Finns have joined the Allied force in North Russia to fight the Bolsheviks. The railway from Perm to Orenburg, 500 miles long, has been successfully defended almost exclusively by Russian and Siberian troops against 112,000 Bolsheviks. In North Caucasus and on the Don are 150,000 Russians, organized by the late General Alexieff, to whom the Allies are now supplying arms.

Liquidator Of Bank Is Now Mr. Stephen

The liquidation of the Deutsche Asiatische Bank has been taken over by Mr. A. G. Stephen of the Hongkong and Shanghai Bank. Mr. Lucas, who took up the liquidation following the recall of Mr. Passer, is leaving Shanghai today for Peking.

He'll Have To Take His Place In The Line



—Darling, in The New York Tribune

Two Chinese Hurt In Battle Between Police And Robbers

Running Fight Follows Hold-Up At East Seward Road Which Nets \$2,500

Two Chinese were hurt last night in a running fight between armed robbers and policemen on East Seward Road. A rich coolie was scratched by one of the bullets, and a woman was cut by falling glass from a window broken by another stray shot. Twelve robbers, several of them with revolvers, held up the dwelling at 1,706 East Seward Road shortly before eight o'clock and stole over \$2,500 in money and jewels. Police-men summoned as the robbers were making their getaway, fired several shots, none taking effect. The robbers returned the fire.

These were no arrests up to a late hour last night.

LEVEL OF SEINE FALLS, PERIL MAY BE AVERTED

Cellars Of Public Buildings And Low-Lying Streets In Paris Already Flooded

(French Wireless) Paris, January 10.—(Via Lyons and Koukaza.) After continuing to rise all Thursday and a part of Thursday night, the Seine commenced to fall on Friday morning. If there is no more rain, according to La Liberté, it may be hoped that the waters will cease to rise. Already the Seine has reached a height of nearly six meters at the Pont de la Tourneille.

Germany Will Accept ONLY A WILSON PEACE

Foreign Minister Says It Will Not Agree To Clemenceau Terms

(Reuter's Agency War Service) Copenhagen, January 5.—Count von Rantzau, the new German Minister for Foreign Affairs, has published a declaration of policy which has not yet been received but the comment in the Berliner Tageblatt shows that he emphasizes that Germany must not yield to every peace condition which her opponents wish to dictate. The Berliner Tageblatt says that it is urgent that Germany should convince the world of her determination to carry out loyally President Wilson's peace but she must refuse to accept any other, especially Clemenceau's. The newspaper adds that Count von Rantzau has said that with a plainness and frankness long lacking in German policy.

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Paris, January 5.—A number of the British delegates to the Peace Conference, headed by Sir Eyre Crowe, have arrived.

Paris, January 4.—M. Leon Bourgeois, President of the French Association for the Society of Nations, interviewed, said that he and the presidents of the British, American and Italian Associations are now formulating a scheme for presentation to the Peace Conference, namely, that the Allies should firstly form a League of Nations, including compulsory arbitration and the limitation of armaments, and then the Allies would inform Germany of the conditions of peace and, immediately after peace had been concluded, the Allies would convene a universal conference at which they would call upon the nations who are anxious to join the League to observe the rules agreed by the Allies. Guarantees would be required of each State and those presented by Germany would be strictly verified.

China Press Correspondence

Tsingliangpu, Ku, January 9.—Missionaries and others in Kiangsu and neighboring provinces are hereby warned against a man by name of Liu who dresses in foreign clothes and speaks English. He probably will come with references, either genuine or forged, and will either wish a position or your help in advancing some scheme of local improvement. He will want to borrow a few dollars and will also exploit the local Chinese through the influence of the church. He is a smooth talker and a rascal.

All Stretcher Cases Taken Off Transport Aground Off Coast

Great Difficulty Experienced In Getting Men Off American Ship Northern Pacific

(Reuter's Agency War Service) New York, January 4.—The last stretcher cases have been taken off the hospital-ship Northern Pacific. After unparalleled difficulties due to a cold rain and biting wind for the last three days, a stair-way was constructed from the side of the ship to a destroyer.

Snowfall In England Interrupts Traffic

(Reuter's Agency War Service) London, January 6.—Heavy falls of snow in the southwest and west Midlands and rains and floods in the Thames Valley have partially interrupted communications.

'Freedom Of People' Demanded By Delhi

Resolution Presented By Mrs. Besant Is Passed By National Congress

(Reuter's Agency War Service) Delhi, January 8.—The National Congress carried a resolution moved by Mrs. Besant demanding "Freedom for the people and the press" and complete autonomy within the shortest possible period.

A WARNING

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GOVERNMENT WINS BATTLE IN BERLIN AND RETAINS HOLD

Arrival Of Troops Turns Balance In Favor Of Ebert

HINDENBURG HELPS

Former Commander Is At Potsdam Ready To Attack Spartacists

SITUATION BETTER

State Of Siege Still Maintained And Anarchy Reported Prevailing

(French Wireless) Paris, January 10.—(via Lyons and Koukaza.) A message from Zurich to L'Information states that, according to the last news received from Berlin, it is possible to say that on Thursday evening the Ebert Government had got the better of the Spartacists.

Marshal von Hindenburg, who has been at Potsdam for two days with his troops ready for all eventualities, will assure the maintenance of order to enable the elections for the National Assembly to proceed in Berlin without disturbance. The situation has shown considerable modification since the troops were ordered by the Government to use their arms.

In addition, the arrival of Marshal von Hindenburg seems to have put an end to the hesitation of some of the battalions in Berlin who were anxious to range themselves on the stronger side. The Government troops have recaptured their barracks and have commenced to arrest the ringleaders, among whom have been found, according to the Germania, a thousand Russian Bolsheviks.

Generally speaking, the situation in Berlin has improved but a state of siege has been proclaimed. A state of siege is still being enforced in the province.

Spartacists In Power Elsewhere

(Reuter's Agency War Service) Paris, January 8.—According to a message from Berlin the Spartacists at Dusseldorf, Muelheim and Oberhausen have seized the power and proclaimed the sovereignty of the proletariat on the Russian model.

Berne, January 8.—A message sent from Berlin today states that the Spartacists have established a new government styled the Revolutionary Committee comprising Liebmann, Liebknecht and Tiek. The last-named is President of the Spartacist League.

Amsterdam, January 8.—The Frankfurter Nachrichten states that the fighting in the streets of Berlin attained an unparalleled intensity last night and a terrific cannonade continued till this morning. The newspaper declares that the Ebert Government remain masters of the situation. Large forces, especially of artillery, continue to be sent to Berlin. Ebert has again affirmed his absolute confidence with regard to the issue of the Spartacist challenge.

The Government forces have re-occupied the Imperial printing works.

Ebert Government Is Firm

Amsterdam, January 8.—The Handelsblad correspondent telephoned today from Berlin that the negotiations between the Spartacists and the Government have failed utterly. The former are endeavoring to secure abatement of the conditions cabled yesterday moribus, but the Ebert Government is adamant. Noske stated that the position of the Government was growing stronger every hour because volunteers are flowing in.

The Spartacists were driven out yesterday evening from the Potsdam and Anhalt railway stations and also the Brandenburg Gate and the railway head offices. Heavy fighting, in which artillery was employed, occurred at the Central telegraph office but no details are available.

Anarchy Continues To Reign Basle, January 8.—The latest news from Berlin shows that

anarchy continues to reign and the disorganization of all the administrative services is becoming more marked. The Spartacists have occupied the Government printing works and control the Berlin railways, which have ceased running. The Spartacists are apparently aiming at cutting off communications between the capital and the surrounding districts with the object of delaying the arrival of troops.

Violent fighting occurred yesterday afternoon near the Wilhelmplatz. The Spartacists shouting out "Death to the blood-suckers, Ebert and Scheidemann!" They were only barely repulsed by the troops when almost at the Chancellery. The Spartacists possess a number of guns and motor cars for the transport and distribution of munitions. They are now besieging the barracks of the 3rd Regiment of the Guards.

A message from Berlin states that the Government has issued a manifesto "To workers, bourgeois and soldiers" stating that the Spartacists are extending their domination over Berlin and that Liebknecht has declared war to the knife against the non-Socialist population. Therefore the Government has accepted the challenge and appeals for the formation of a Volunteer Republican Defense Guard.

Heavy Fighting in Berlin

Bale, January 7.—The Frankfurter Kurier reports that the center of Berlin has been the scene of heavy fighting. The Spartacists forced their way into the Chancellery's Palace, from which they fired on the Vorwarts buildings. The president of the Berlin police, Eichhorn, with some troops, has taken up a strong position in the Royal Stables. The Spartacists have mounted machine-guns before the residence of the new president of the police. The Majority Socialists have appealed to the soldiers and workers to rise en masse in defense of the new Republic. The Spartacist newspapers declare that the Spartacists are masters of the Reichsbank and barracks.

London, January 8.—The Rotterdam correspondent of the Telegraph, in a message dated January 6, reveals the Machiavellian policy of members of the Soldier Councils in Germany, who have been secretly arranging demobilization so as to ensure that the great majority of the remaining troops are imbued with the revolutionary spirit. As a consequence, the German forces still under arms is largely a Red army. This policy has been especially successful in Brunswick, where the Spartacists hold the reins of power, and is playing a great influence at present in Berlin.

Berlin Reports Conflicting

London, January 8.—It is difficult to estimate the situation in Berlin owing to the conflicting reports. The latest messages state that the fighting yesterday was the most sanguinary hitherto and several hundreds of persons were killed in the miniature battles which occurred in the vicinity of the Wilhelmstrasse, where the Spartacists attacked the Foreign Office. Apparently last night the Government had regained control of the situation, at least for the time being.

One report states that von Hindenburg has arrived in the capital while another says that General Groener, von Ludendorff's successor, has requested the Government to allow him to occupy Berlin, saying that 40,000 reliable regiments will easily restore calm.

Amsterdam, January 5.—A message from Berlin states that the Bolshevik Radek is still in Berlin and that the former Bolshevik ambassador, Joffe, has also arrived.

The Volks Zeitung says that this is almost incredible.

Troops Marching To Berlin

Bale, January 8.—The German newspapers state that a division of troops, with artillery and machine-guns, from Potsdam, and of chasurs from Lubeck are marching on Berlin to aid the Government. Troops occupy Potsdam and some of the Berlin railway stations but the railway traffic has ceased in Berlin owing to the trains being fired on. The Berlin Bourse and also the Frankfurt banks and stock exchange are closed while the workers and soldiers occupying the War Bureau in Berlin are armed with hand-grenades. The Spartacists at Dortmund and Nuremberg seized the newspaper offices supporting the Ebert Government and burned the printing-press. The Spartacists, led by a sailor, attempted to overturn the government in Mecklenburg-Schwerin. They occupied the public buildings and barracks but subsequently soldiers ejected and defeated the sailors.

Police Corps Conflict

Amsterdam, January 8.—A message from Berlin states that five conflicting police corps are at present undertaking the maintenance of order. The president of the police, Eichhorn, received the delegation sent by the Ebert Government deputed to install his successor with a revolver in his hand and declared that he would only yield to force until the case had been properly adjudged, whereupon the delegation discreetly withdrew.

Clash With Polish Troops

Amsterdam, January 8.—A message from Berlin states that Polish troops advancing from Kolmar encountered a company of German volunteers on the 6th. Heavy fighting ensued with the result that the Poles retreated. The Germans captured Kolmar and Weissenhohe. The losses on both sides were very heavy.

Ningpo Plans Y.M.C.A.

China Press Correspondence

Ningpo, January 10.—At a fifth held yesterday in the temporary office loaned by the Sun Fire Insurance Co. plans for the location and establishment of a local Y.M.C.A. were discussed by members of the preliminary committee of pressure. The committee consists of representatives of the National Committee for China. General Secretary David Z. T. Yui, Associate Secretary H. A. Wilbur, together with Mr. B. S. Penn, formerly of the Foochow Association, and Mr. Bishop of Ningpo, Y.M.C.A., arrived on the morning steamer to look over the ground and give advice as to methods of procedure.

In the morning, Messrs. Yui and Bishop called on prominent officials of the city, while Messrs. Wilbur and Penn visited members of the missionary body. H.B.M. Consul Pratt and Commissioner Kremer of the Customs. They found everywhere a sympathetic interest in and approval of the work of the Y.M.C.A. and at the same time enlisted the support and co-operation of local Chinese and foreign friends.

After the noon conference, the party was shown through the main business section of the city between the East and West Gates, before returning to the steamer. The new Secretary-in-charge, Mr. Y. C. Hu, has just finished his period of training in the Shanghai and Hangchow associations and is now ready to devote his whole time to the launching of the new enterprise. The local organization under the leadership of Mr. C. F. Chen of the Commercial Press has already pledged the budget for the coming year.

Missionary From Nanchang Was At Front With Coolies

Miss Honsinger, Y.W.C.A. Worker, In France, Gave Talks In Chinese To Labor Battalions

Probably the most unusual war work done so far in France by an American woman was that which fell to the lot of Miss Wethy Honsinger, a secretary of the Y.W.C.A. who was formerly a Methodist missionary at Nanchang and returned to America to take part in the drive to enlist additional women welfare workers.

Miss Honsinger spent many months in France getting a line on the work of women in the war zone. She was interested in many phases of the war work, but the unique thing she did was to talk in their native tongue to thousands of Chinese coolies working behind the lines, and to interpret the war to them.

Miss Honsinger says the matter of morale among war workers, not only as affecting the soldiers in the trenches but the workers behind the lines, is very important. So when she came in contact with thousands of Chinese workers in the course of her travels, the Y.W.C.A. secretary took the opportunity of telling them "the news."

It is pretty certain that no similar war work has been done by anybody else. The Chinese had no French newspaper. Probably no one with Miss Honsinger's qualifications in this particular line has been in the "service of the rear" in France. She told the Chinese, in some cases "where they were," that is to say, in what particular part of France they were working. She related the latest developments of the war, a little lecture to the toiling Celestials which perhaps many another had thought of giving but was unable to give. For the first time in months they learned the news from the front, though they were often under shell fire.

To give talks in Chinese to men in France was about the furthest thing from my thoughts when I started over to do war work," Miss Honsinger told a New York reporter. "But I had a natural sympathy for these coolies and wanted to do something for them. When I was suddenly confronted with hundreds of them one day working at a French port."

"For nine years previous to leaving the Orient for this country I had been teaching school in China. I had taught hundreds of Chinese girls to speak English, and during my time there I in turn had learned to speak Chinese. But I never thought my knowledge of the language would be useful on the Western front when I started for America last February on the way to do what I could in war work. All you see even Chinese may come in handy."

Miss Honsinger said that there were now some 220,000 coolies doing work behind the lines in France. She spoke many times to large groups of them. Among other things, she told the Chinese that they would be "pretty big fellows" in their native towns when they got back from their war work. And that the great nations of England, France, America and Italy appreciated what they were doing toward the great cause. To hear all of which in their own tongue pleased the coolies mightily. And she gave them the "latest news" from China. All of which, Miss Honsinger believes, did something toward spurring the interest and morale of these useful workers.

There is a crying need for more American women war workers in France, Miss Honsinger says. She

was one of the commissioners sent over by the Y.W.C.A. to investigate conditions and make her report in connection with the drive to raise \$170,000,000 for combined welfare work as well as enlist thousands of new workers.

I believe it is the consensus among the American military leaders in France, from Gen. Pershing down, that there is an urgent need for more women workers. There are now about 6,000 American hospital nurses in active service, and with other Red Cross workers, Signal Corps women and Y.W.C.A. secretaries there are perhaps 15,000 American women in the war zone. But the strain on them is so great that probably 70 percent are not capable of their full efficiency, and this applies particularly to the nurses, who often work seventy-two hours without sleep, and who become dazed, so to speak, and even lose all realization of the passage of time.

As a consequence of all this may strain the army surgeons call for more nurses. "But," say the doctors, "if you cannot send us full fledged nurses, send us women with common sense who can wash a boy's face and change bandages." The need is, then, for capable women in the hospitals now, even though they have not nurses' certificates.

And the continuous strain that falls on the nurses comes to other women war workers, but perhaps in a lesser degree. There is no end to the work and no end to the good they can do. Take, for instance, our rest rooms and huts run in connection with the French munition works, in which perhaps 6,000 or 7,000 women are employed. To take advantage again of that hack-nory but necessary word, morale, all must realize that it must be a good thing and a necessary thing to keep the courage and the spirits of these women making the shells for their fathers, husbands and brothers to fire at the enemy. A great percentage of them, of course, have lost men in the fighting.

New York Bank Man Arrives On Ecuador

Representative Of Equitable Trust Company Will Study Local Business Situation

Representing the Equitable Trust Company of New York, one of America's largest banking houses, Mr. Waldemar F. Oehlmann arrived in Shanghai yesterday afternoon to look over the local commercial situation. Mr. Oehlmann will make a report to New York and admitted yesterday that there is a possibility of his company entering the banking field. The New York bank man came on the Ecuador, which brought 63 passengers, 481 bags of mail and 1,100

tons of cargo. A big consignment of canned goods and groceries arrived for Shanghai Importers.

Among the Shanghai passengers were Mr. W. Roderick Dorsey, who will be Administrative Consul at the United States Consulate-General. Mr. Dorsey returns after an absence of seven years, during which he has served in the American Consular service at Jerez, Spain, Tripoli, Rangoon and Quebec.

Other passengers were Mr. F. L. Robbins, of Parke, Davis Company of Detroit; Mr. W. H. Dietrich of the United States Steel Corporation, Mr. G. W. Hawkins, engineer, joining Andersen, Meyer and Company, and Mr. Paul J. Rasmussen of Copenhagen. Through passengers include Miss Jessie M. Allyn, Miss Laura Allyn, Miss Agnes Baskerville, Mr. and Mrs. J. B. McLaurin, Miss Lois Knowles and Mrs. J. R. Sullivan, Canadian Baptist missionaries going to Coconada, India, and Mrs. F. N. Berry, wife of the secretary of the Philippine National Bank, Manila.

Blue Funnel Line

Six Blue Funnel liners will arrive here before February 13. The first announcements of arrivals since 1914 were made yesterday by Messrs. Butterfield and Swire, local agents. Five of the steamers come from London, to be here on January 16, 21 and 26 and February 6 and 13. On February 4, the Teiresias will reach here from New York via the Panama Canal.

Large Attendances Mark Week Of Prayer

Meetings Close With Address By Mr. Stauffer At Union Church

The annual week of prayer held under the auspices of the Shanghai branch of the World's Evangelical Alliance in conjunction with the Alliance's universal program, closed with the meeting held in Union Church last evening.

Judge C. S. Longmire, who was to have addressed the meeting, was unable to attend and Mr. M. T. Stauffer acted as leader. The subject was "The New Relations of Jew and Christian" and Mr. Stauffer spoke in inspiring words of the hopes for a drawing together of the peoples. He quoted from an address made by Alfred Seligman in New York to show the pride and respect in which the modern Jew holds Christ.

The attendance of the meetings this year has been in excess of previous years as have also been the subscriptions. The local committee made something of a departure from the usual procedure this year in adopting its own independent list of topics for the meetings, an experiment which met with entire success.

The speakers during the week included the Rev. J. Darroch, Mr. Arthur Rush, the Rev. F. Rawlinson, Dr. Soper, the Rev. Bishop Molony and Mr. Stauffer. Miss Fitch acted as organist throughout the meetings.

The subscriptions to the Alliance, after deducting the expense of the meetings and making a contribution to headquarters in London, were turned over to the funds of the Shanghai Moral Welfare Committee.

Last Night's Concert

There was a full house at the Lyceum Theater last night for the Gala Concert in aid of the Allied War Relief Fund for Siberia.

The artists Sklarevski and Sykora, now so well known here, gave up their original program (and presumably some of the proceeds) arranged for this date. Their courtesy in this, and in lending their aid and undoubted drawing powers contributed largely to the success of the miscellaneous charity program. They had the assistance of Mr. G. Zalesman who sang, Miss Olga Drowdova and Mr. Nicholas Ivanoff who gave two dances.

The cellist and pianist opened with two movements of the Beethoven Sonata Op. 69—and most happily as an encore added the first movement, which indeed they might have played first. The sonata, as has been said of the Kreutzer, requires the four T's, tone, time, technique and taste. The playing was remarkable for these qualities, the more so as in these days one hears so much of two others, touch and temperament. With these players temperament never overbalances the qualities in keeping with the music, which made an immediate appeal to the audience. Sykora's playing of Rubenstein's Fantasia from "Diemon" gave him great scope for all the "cello virtuoso" devices. He was recalled.

Sikarevski, who had a tremendous task, playing throughout for singer (and I think for the dancers), played "Sant-Sans" caprices on the Ballet to "Alceste" and three Lido pieces. The Waltz of the last was a beautiful example of his intimate style, and the purely trick "Musical Snuff Box" made a good pianissimo

study. Last was the famous Last Rhapsodie No. 15. Recalled, the pianist gave Borodine's picturesque "The Convent."

The dancers received tremendous rounds of applause and had to repeat both their dances. The first, to music of Rubinstein, was graceful while the main, negro Dance supplied a pretty piece of comic relief.

Mr. Zalesman is well known here. He displays a fine voice, perfect control, and varied color, and he produces a beautiful mista voce through a great range. Mr. Zalesman is sure of his effects, although he seems not so happy in his treatment of early English composers, which in truth require a simpler more straightforward style and more unbroken rhythmic swing. A further acquaintance with the subtleties of English as a language will remedy some of this, and it is at least pleasant to hear an artist take so real an interest in the music of the early English school. In Shanghai visiting Anglo-Saxon singers are all too rare. Our song language suffers in the absence of those to set a standard.

R. B. Huray.

Gymnasium Is Opened At Shanghai College

General Lu Yung-hsian, the Defense Commissioner of Shanghai, officiated at the opening ceremony of the Haskell Gymnasium at the Shanghai College yesterday. General Lu delivered the main speech. Four graduates were presented with certificates from the Seminary School. They are Messrs. Van Ching-dong, So Wu, Wu Tse-sing and Moh Wei-kong. A military parade, an athletic exhibition, the performance of a Chinese play and an inter-academy basketball game between two schools of Hangchow and the Shanghai College featured the program.

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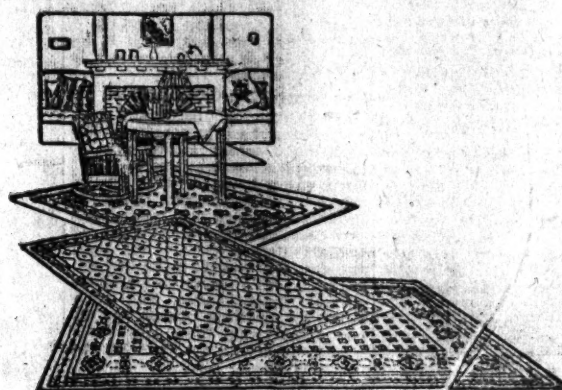
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Bismarck And Beer To Blame For Modern Germany

They Stifled All Genius For Politics And Self-Government

By J. J. De Bekker

The German mind is not creative. Perhaps the wings of imagination have been stifled in beer for so many generations that they no longer function. The German is a plodder. In the race for trade supremacy he has shown the speed of a tortoise, but has gone steadily forward. Unlike the Italian republics, the Hansa free towns were always willingly subordinate to imperial rule, and, unlike the Italian republics again, the Germans were not bankers, but traders. Lacking support from the loosely fabricated imperial government, having no league of manufacturers with whom to co-operate and no real connection with those private bankers or pawnbrokers in Central Germany who for a time almost rivalled the Lombards, the Hansa merchants, when driven from Russia, from Scandinavia, when their monopoly was broken in England and taxed out of existence in the Netherlands, knew not how to recompense themselves. But if the German mind does not create it can adapt. The archives of the Hansa cities were filled with the accumulated trade experience of centuries. The machine remained intact, its motive power was lacking. Their power gone, the "free cities" slumbered like Barbarossa until Germany should need them again. Their potentiality was never extinguished. It was not even forgotten. In 1780 Liebnitz told the imperial authorities that through them German trade could be revived. Even the German is "onto" himself. The German mind can even detect the weaknesses of its own racialistic processes after a century or so of reflection. The Holy Roman Empire destroyed by Napoleon had lacked authority over its component states. The new empire must, therefore, be autocratic. The old struggle for trade supremacy had failed because the merchants had fought alone. Therefore, all the powers of the new empire must be combined under a central direction.

Ancient political machinery and ancient commercial organization were not to be scrapped, but modernized. Two powers were to march together: spreading Kultur to the remotest parts of the earth, one and indivisible. A thousand minds may have been concerned in this dual but unified architectural design. The plans approved by Bismarck were the result of evolution, and his only in the sense that the master-mind always claims credit for a composite work. Preliminary to actual building operations it was only necessary to level some useless ruins as freedom, whether of thought or action; independence, whether of kindly Bavaria or autocratic Prussia. For the Hansa towns the Bismarckian remedy was the Zollverein, a tariff agreement which destroyed them as free ports, but constituted them the trade centers of the new empire.

For trade supremacy, as it seemed under the new plan there were three prerequisites—capital, colonies and shipping. In due time all were acquired—capital from France in the form of \$1,000,000,000 as indemnity for the crime of having failed to defend herself against invasion; colonies where, for the time at least, no other power desired new territory; ships, both for trading and fighting purposes, through taxes and subsidies, as creations of the empire, not of the individual states, and subject, of course, to the imperial government alone.

Until Bismarck's empire became an accomplished fact Berlin was merely a provincial capital in the world of finance, and ruled from London. The Fuggers, great bankers of the ancient empire and still surviving as serene highnesses, and old Anselm, of the Red Shield, whose descendants became, as visioned by Disraeli, the real sovereigns of the world, though content with minor titles of nobility for social purposes, were not willing to intrust themselves and their fortunes to the Hohenzollern. Neither were their imitators. And Berlin had oppressed the Jews with a brutal and unreasoning obstinacy for centuries. Money drifted naturally to such places of security as Frankfurt and Cologne, and was likely to be invested anywhere rather than in Prussia. Hence the new empire's Reichsbank, a purely imperial creation. What became of the gold wrung from tortured France?

Carefully fostered German myth said it was locked up in the grim fortress of Spandau, along with other Hohenzollern hoardings, never to be expended except for a great national emergency. It constituted the "war chest," but was supposed to be as inert as the Borgia treasures before Edmond Dantes converted them into an instrument for retribution. A billion in gold! However much this idea may have fired the imaginations of outlandish peoples it gave to the Germans only a tangible asset, proof of the new government's claim to credit, of its power to meet all liabilities with the least fluctuating and most universally desired of all the media of

Germany is ready for new warfare when peace shall have been concluded. Beaten in arms, she will resume her centuries-old attempt to conquer the trade of the world.

Her mercantile fleets have suffered no material loss, except in the case of the units like the Vaterland and other steamers seized by the nation, with whom she has been fighting. While submarine piracy has reduced the tonnage of civilized peoples Germany has been augmenting her merchant ship equipment.

Unified command has proved as successful in combating competition in trade as it was twice shown to be in blood-stained Flanders. Transportation, manufactures and money power are linked together in the German commercial system, all directed by autocratic authority.

"Freedom of the seas," according to the German interpretation, is the right for Germany to do as she pleases and to compel others to do as she pleases, also.

Machinery by which she controlled the trade of Latin America is still intact, and can be operated from the port of New York, as in the past. It is a one-man machine.

The Allies and the United States have it in their power by the terms of peace to place a curb on German ambition. Tariff must confront tariff; morality must be backed by enterprise; there must be unity of purpose, or the new world war will be won by Germany.

exchange. But, while carefully fostered German myth made of the billion an ample gold reserve for all contingencies, Berlin put it to work. The Reichsbank received what amounted to a general clearing house privilege, quickly absorbing the business heretofore established in that line by Hamburg and the Bank of Prussia. It was capitalised at \$70,000,000, which made it second in importance to the Bank of England, with \$18,000,000, but stronger than the Bank of France, with a capital of \$45,000,000. Its directors were appointed by the Chancellor of the Empire, who, being himself a servant of the Emperor-King, could be relied upon for subservience to the Hohenzollern will. The Reichsbank was empowered to issue uncovered notes to the amount of nearly \$100,000,000, and—as a sop to the other federated states—the Bank of Saxony, the Bank of Bavaria, the Bank of Württemberg and the Bank of Baden were allowed similar privileges in a lesser degree. These banks, being closely associated with the Reichsbank, and largely dependent upon it, increased its power in this respect to nearly \$110,000,000.

The Web Of The Central Spider
Subordinate to this central bank was a series of groups of more flexibly organized financial institutions for foreign and domestic commerce. Thus, there was a bank for Asia, created expressly for the German stronghold at Kiaochow, which had been stolen from China and developed into the one profitable German colony. For Latin America there was the institution best known under its Spanish name, Banco Aleman Transatlantico, and nicknamed by American officials, for the sake of brevity, as "Bat." Apparently in competition with the "Bat" was the Deutsche Bank, sometimes having branches in the same commercial centers. Both worked in complete harmony, having no secrets from each other, and both co-operating, when necessary, with the Disconto Gesellschaft, whose title is sufficiently descriptive of its chief function in the handling of commercial paper.

All these institutions, and scores of similar ones functioning to the same end in various parts of the world, representing an immense and thoroughly disciplined system under the absolute rule of Berlin, were in close touch with the financial organizations in the world's chief cities.

No business was too small to be ignored, no scheme too daring to be turned down without painstaking investigation. A merchant in Buenos Ayres who desired a credit of a thousand marks might obtain it in a draft on some export house in New York or the Dutch Indies. The patriot who desired to start a revolution somewhere, and, quite incidentally, to assume the government for himself and his friends, knew where to get money with which to buy rifles and cartridges. A case is known where German banking interests, having discounted the bonds of a revolutionary government, financed the constitutional government to such advantage that, no matter which side won, it was bound to clear its profit. The entire consular and diplomatic service lent itself to these little schemes, whether legitimate or otherwise, and the German navy was ever ready to collect by force, except in rare instances, as when Theodore Roosevelt warned the Kaiser to keep his hands off.

Truly, the achievements of the Hansa League, with its enforced celibacy, its tyranny over the world, its demand for the freedom of the seas in order to sell contraband to a belligerent, and its enforcement of blockade against a peaceful commercial rival, its wars against kings, its corruption funds and its whole bag of trade tricks, were but a child's play. Building on Hansa foundations, the new German trade organization quickly became a gigantic power outgunning, underselling, buying raw material,

Women Ask Place At Peace Table



MRS. CARRIE CHAPMAN CATT
MISS MARY GARRETT HAY

A mass meeting to urge that women be represented at the peace table was held in New York recently, under the auspices of the National Woman's Suffrage Association. Mrs. Carrie Chapman Catt, Dr. Anna Howard Shaw and Miss Mary Garrett Hay were the principal speakers.

working it up with cheap labor, corrupting governments, bribing, threatening, coaxing, persuading—everywhere advancing Kultur with outpost colonies and nowhere giving evidence of the slightest concern for the welfare of the communities with which it dealt.

No longer celibate, the German business man of today is expected to dispense "gemüthlichkeit" wherever he may settle, and conform, outwardly, at least, to the manners of the country. In Hayti, where the white man was not permitted to own land or transact a retail business up to a few years ago, he evaded the law by marrying a Haytian woman and transacting business in her name. In Latin America, where the religion is nominally Catholic, the German trader was rarely a Protestant. Where

and their divinely appointed rulers was questioned. In America they frowned upon the President when he opined that there might be occasions when we would be too proud to fight and when he insisted that the American people should be neutral in thought as well as in deed. Up to within a few days of the declaration of war they insisted upon their rights as neutrals in banking and commercial transactions, but as the records of the Alien Property

Custodian abundantly proved, the Germans had ample warning months in advance that America would be forced to fight. While they were camouflaging their industrial and commercial enterprises by incorporating with American directors, they continued, with a few exceptions, to hoodwink the banking interests of the country, and especially of New York, and to profess that the common

(Continued on Page 5)

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JAPANESE SELL MORPHINE TO WEIHSIEN RESIDENTS

Four Shops Deal Out Drug To Buyers By Hypodermic Injections

China Press Correspondence
Weihsien, January 1.—For the last year and a half the sale of morphine to the residents of Weihsien by the Japanese living here has been brought to our notice. And although the officials have been asked to co-operate in an investigation there has been no response from them so a private investigation was instituted and has just been finished.

It has been found out and proved that there are four shops in Weihsien city, run by Japanese, who are selling morphine by hypodermic injections. Two of these places are medicine shops, one of which is a branch of a larger shop in Fanchow, one is a notion store, and the fourth is run by an individual whose main trade is the dispensing of morphine.

Last winter it was reported that many Chinese were dying from the effects of the use of the "hypo" and others through exposure to the cold because they had pawned their heavy clothing in order to obtain the money with which to buy the drug.

The traffic is certainly counter to the laws of China and is a most shameful crime against humanity. We sincerely hope that drastic measures will be taken by the proper authorities to suppress this evil at an early date.

Another evil which it is rumored, is to be forced on China has roused the Chinese Christian community. This is the action of the American Brewers' Association in suggesting that China would be a fruitful field for the American breweries. A petition signed by the majority of the Americans residing here has been sent to the authorities requesting them to exert every power to suppress such an action. It is most assuredly the duty of every true American citizen residing in China to exert his or her influence to hinder the unloading of the muck of America on this infant republic of China and thereby save the well-earned good name of America in China.

Peking Political Notes From Chinese Press

Mr. Feng Kuo-hsun, the Shanghai Superintendent of Customs, will be transferred to Foochow as the Salt Commissioner of Fukien, according to the decision of the Cabinet Friday. He will be succeeded by Mr. Chang Yi in the Shanghai office.

Mr. Chu Chi-chien, the Northern peace delegate, telegraphed to Peking that the Southwest appreciated the President's decision in refraining from appointing military men to serve on his commission. He suggests that no military men be allowed to participate in the conference.

The proposal to reorganise the Military Government of Canton was passed by the Extraordinary Session of Parliament Wednesday. The administrative body will hereafter be known as the Constitutional Government. The administration has published the appointment of a peace delegation to Europe consisting of Dr. Wu Ting-fang, Dr. Sun Yat-sen, Mr. Wang Ching-wei, Dr. C. T. Wang and Dr. Wu Chao-chu.

News Brevities

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Messrs. Simon Levy, O'Brien, Butler, Madden, Ayreough, Carle, Cutforth, M. J. Cross, Messrs. O. K. Club, Tsingtau; Reiss and Company, Dr. Rapsen, A. R. F. Hearn, A. E. C. Hindson, A. Eveleigh, S. W. Harris, H. P. Wilkinson, E. Forrester Jones, N. E. B. Ezra, W. H. Campbell, R. H. R. Waide, "S. C.", "A. C. A.", "H. C." and "Anon."

Mr. G. S. Pratt, sales manager for the Shanghai Garage Co., arrived in Shanghai yesterday on the Pacific Mail steamer Ecuador. Mr. Pratt comes to Shanghai from New York.

The Rev. W. J. Mortimore, a member of the Canadian Methodist Mission stationed in Szechuen since 1902, now returning to continue his work in Canada, will speak to the Sunday Service League meeting this afternoon at 5 o'clock in the Martyrs' Memorial Hall, Y.M.C.A. The Union Church choir will repeat some of the choruses from "The Messiah." The meeting is open to the public.

Five men were sentenced in the Mixed Court yesterday in connection with the recent burglary committed in the home of Mr. C. Dick. Two of the men were ordered imprisoned for one year each and the other three for six months each.

KING'S DAUGHTERS CIRCLE

The King's Daughters Circle and their friends gave an entertainment yesterday afternoon at the Union Church Hall, Szechuen Road, to over a hundred children of the poor, a large and well decorated Christmas tree was loaded with suitable presents for the youngsters, who were served with tea and other refreshments and played in games.

Among the items rendered was a recitation by Miss Belbin; a piano solo by Miss Ida Milukovsky, who, a talented young musician not yet 10 years old, and an apt pupil of Professor Ore. Miss Edna Koch gave a dance. A trio composed of three children under 10 years of age, which included Miss Louise Vlasimovitch, violinist, Miss Ida Vlasimovitch, cellist, and Miss Ida Milukovsky, pianist, rendered "La Serenata" from Brahms. As an encore they played the hymn "Onward Christian Soldiers."

Father Christmas then distributed gifts from the tree to the happy children who were delighted with the afternoon's entertainment.

Miss Johnson, deservingly, congratulations for the very excellent program of music and other entertainments.

ASIATIC SOCIETY LECTURE

A paper on "The Land of the Peach Blossom," a Chinese legend of the third century B. C. will be read by Mr. Charles Klene, F.R.G.S., at the meeting of the North China Branch of the Royal Asiatic Society next Thursday afternoon. The meeting will be held in the lecture hall, 5 Museum Road at 5:30 o'clock and is open to the public.

JAPANESE PRESS ASKED TO HELP CHINA'S CAUSE

Chinese Papers Want It To Create Opinion Favoring Cancellation Of Illegal Treaties

The Chinese newspapers at Shanghai have despatched a telegram to the Japan Press Association, which presses the creation of public opinion by the Japanese press for the cancellation of all the illegal treaties made by Japan and China during the war. It is understood that certain papers in the islands have already started the agitation denouncing the Tokyo Government's policy in entering into secret pacts with the Peking politicians.

Wedding

O'Driscoll-Mancell

Miss Margaret Dorothy, daughter of Mr. and Mrs. A. H. Mancell, and Mr. Lionel Patrick O'Driscoll, of the Canadian Pacific Ocean Services, Limited, were married yesterday afternoon at St. Joseph's Church by the Reverend Father M. Kinnelly, S. J. The civil ceremony was performed at the British Consulate in the morning. Sir Everard Fraser attending.

It was a fine brigade wedding with details from all companies present. The church was beautifully decorated with palms and greenery.

The bride, who was given away by her father, was dressed in white satin covered with white georgette and French lace and wore a veil of Honiton lace caught up with orange blossoms. The train was of white satin. She carried a shower bouquet of white and pink carnations and pink roses. Miss Mancell was attended by Misses Betty Dawson and Eileen Millard, who wore pale mauve satin and georgette with hats to match. They carried bouquets and veils. The bride's mother wore a mesh of satin with hat to match.

Mr. W. S. Clay, foreman of Victoria Company, Shanghai Fire Brigade, was the best man.

Following the wedding, a reception was held at the home of the bride's parents, 72 Avenue Road, where Mr. and Mrs. Mancell and Mr. and Mrs. O'Driscoll received hundreds of guests. Members of the Victoria Company acted as ushers at the reception.

After paying a high tribute to Mr. O'Driscoll, Mr. H. P. Wilkinson, Crown Advocate and President of St. Patrick's Society, proposed a toast to the health of Mr. and Mrs. O'Driscoll.

Dean A. J. Walker of Holy Trinity Cathedral proposed a toast to Mr. and Mrs. Mancell and Chief Officer M. W. Pett and the foremen of all the fire brigade companies spoke.

The happy couple received many presents, including a silver salver from St. Patrick's Society and silver sets from all companies of the fire brigade.

The bridegroom's gift to the bride was a pearl and diamond brooch and the bride presented Mr. O'Driscoll with a traveling case.

Mr. and Mrs. O'Driscoll will spend their honeymoon at Tahoe Lake and upon their return to Shanghai, will make their home at 72 Avenue Road.

Obituary

Mr. Walter Scott Emens
Funeral services for Mr. Walter Scott Emens, head of the firm of W. S. Emens and Co., took place yesterday at the Bubbling Well Cemetery. The Rev. F. L. Hawks Pott, president of St. John's University, officiated both in the chapel and at the graveside. In spite of the disagreeable weather, a large number of friends attended.

The widow, the son, Mr. J. S. Emens, and the daughter were the chief mourners. The bier was carried to the graveside by Dr. F. A. Robinson, Dr. R. S. Ivy, Mr. W. S. Fleming, Mr. Harold Browett, Mr. J. H. Osbourne and Mr. W. A. Read.

Among those present were Judge Charles S. Lobingier, of the United States Court for China, Consul General Thomas Sammons, Consul R. F. Tenney and Vice-Consuls C. J. Spiker and J. B. Sawyer of the American Consulate, Mr. S. Pessenden, The Rev. G. F. Fitch, Mr. H. A. Wilbur and a number of others.

Floral wreaths were sent by the American Association of China, the American Consulate, Mr. and Mrs. E. Tucker, Mr. and Mrs. W. S. Fleming, Mr. and Mrs. J. B. Davies, Mr. and Mrs. F. J. Rayen, Mr. and Mrs. J. H. Oubourne, Mr. and Mrs. W. A. Read, Mr. and Mrs. V. E. Hoffmann, Mr. and Mrs. J. J. Dunne, Mr. and Mrs. W. A. L. Pardoe, Mr. and Mrs. James Quinn, Mr. and Mrs. A. Jose, Mrs. T. L. Bickerton, Mrs. Winton, Captain and Mrs. William H. Lunt, Mrs. K. Lancaster, Frazar and Co., The Great China Dispensary, S. L. Koo, Carl Seltz, R. P. Tenney, C. T. Pow, Koo Yick, K. F. Wang, T. C. Tai, C. J. Doo, K. C. Ying, K. Hiroaka and Shun Tai Lumber Co.

Today's Orchestra Concert

The program to be played by the municipal orchestra at the Town Hall at 4:30 p.m. today is as follows:
1. Overture A Roman Carnival
2. Scenes Pictoriques Massenet
(a) Marche
(b) Angelus
(c) Peto Boheme
3. Selection Thomas
4. Czaras Grossmann
5. Variations Elgar
A. de Kevens, Conductor-in-Charge.

Correspondence

Siberian Comforts Fund

Editor, THE CHINA PRESS
Sir—I am desired by the Committee of the Siberian Comforts Fund to refer to an article in this morning's issue of the North China Daily News entitled "War Relief at Vladivostok" and to express their astonishment that a report which purports to describe in detail the war work of the Vladivostok branch of the Patriotic League should make no mention whatever of the assistance rendered to that branch by the Siberian Comforts Fund.

For over two months my Committee have been in communication with the Secretary of the Patriotic League in Vladivostok in regard to various contributions which they have made and are prepared to make for the upkeep and extension of the "Suffolk Rooms," the Christmas entertainment of our soldiers and sailors in Vladivostok and the relief of the refugees in Siberia, and the secretary of our fund has in his possession letters from the secretary of the Vladivostok Patriotic League, thanking my Committee in the name of the League for the assistance they have rendered. Yet the report to which I refer contains no indication that such assistance has ever been received. Indeed it gives the impression that the Committee are urgently in need of funds to provide a Christmas entertainment and to meet expenses such as the upkeep of the "Suffolk Rooms," which have been met long since by the Siberian Comforts Fund.

There are indications that the report which is undated was written some time ago and doubtless those responsible for the publications of this report overlooked my letter which appeared in your issue of December 18, giving a statement of the various contributions made to the Patriotic League in Vladivostok. My Committee are writing at once to the secretary of the Patriotic League calling his attention to the inexplicable omission of any reference to the Siberian Comforts Fund in his report, and in the meantime, I would ask you to be good enough to publish this letter in order that all those who have so kindly subscribed to the Siberian Comforts Fund may know that the impression conveyed by this report that their Committee have done nothing at all to apply the funds entrusted to their care to the object for which they were intended is entirely incorrect.

Yours faithfully,
CONSTANCE FRASER.

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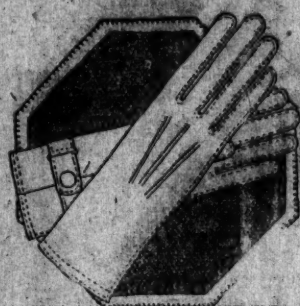
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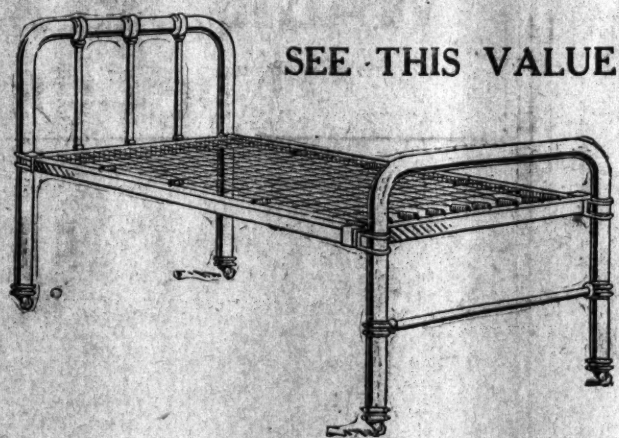


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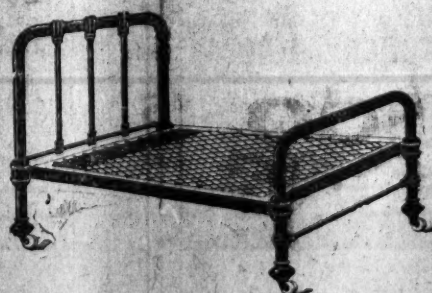
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Sizes	Usual Price	Sale Price	
4½ feet by 3 feet.	\$15.00	\$12.50	
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6½ " 4 "	28.50	22.50	
6 " 5 "	31.50	25.00	
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VISCOUNT KATO SURE OF AMERICAN MOTIVE

At First Suspicious Of War
Aims But Now Convinced Of
Sincerity Of Ideals

MOST FRANK CONFESION

Former Foreign Minister Urges
Countrymen Effort To Under-
stand Things Western

Tokio, December 29.—How many persons in Japan really understand the idea of a League of Nations which is now professed by a great number of statesmen and publicists in the West? What is a League of Nations, and how can the permanent peace of the world be realised by that measure? I myself, regardless of the fact that I have had far more opportunities to be acquainted with things Western than most of our countrymen, cannot help but say that I do not clearly understand the idea.

Such is the frank confession made by Viscount T. Kato, former Foreign Minister of Japan and President of the Kenseikai Party, in an address delivered at the meeting of the Bunmei Kyokai at Marquis Okuma's residence last week. The address is reproduced in the New York number of the Taitan (Outlook), Marquis Okuma's magazine.

The Bunmei Kyokai is an association of which Marquis Okuma is President. It was founded about 10 years ago and its main object is to publish translations of various books written by representative modern Western authors. At the last meeting, various distinguished men were invited. Speeches were delivered by Marquis Okuma, Baron Shibusawa and Viscount Kato. The extract of Viscount Kato's speech in the New York number of the Taitan follows: "I am no longer a person isolated from the rest of the world. The first thing we ought to do is to understand things Western and let the Westerners fully understand things Japanese, and in this respect I believe that the work the Bunmei Kyokai has done and is going to do is most admirable."

"There are a great number of things now taking place in the West which the Japanese people do not well understand. I myself, though I have had various opportunities to approach the Westerners and have exerted myself to understand things Western, still hesitate to say that I understand them completely. I soundly improbable."

"For instance, what was the real and fundamental motive of America's participation in the war? Was it because a great number of American citizens were killed by the inhuman activities of German submarines? Most of our countrymen were not satisfied with this simple explanation and thought that America had entered the war in order to attain some great ambition and that what she declared openly was nothing but a lie. I myself also harbored such suspicion at times, but, having carefully studied the situation, through books and periodicals, I reached the conclusion that President Wilson is sincere in his words, having no other ambition than to obtain peace, perfect and permanent, and that the American people at large are working faithfully in accordance with the noble ideals professed by their President."

"Many persons say that America is ambitious to hold various economic interests in Siberia, such as railways, mines, etc., and that her many philanthropic works are but the means to increase her influence among the Russian population. I am confident, however, that this is a mere suspicion arising from utter ignorance on the part of our countrymen. The American people are sincere and what they are aiming at is to destroy the 'brutalism' of the German people for the sake of humanity and civilisation."

League of Nations Puzzle
"Another important thing which our countrymen can hardly understand is the idea regarding a League of Nations. Confessing frankly, I myself am quite doubtful as to the practicability of the scheme. I have studied the idea through Viscount Grey's address which I have read several times, but I cannot help but say that I am unable to understand what he is driving at. It seems to me that the idea is nothing but a dream of dreamers. Yet, I think that I may be able to understand it well if I go to England and hear what Viscount Grey says because I know him personally and am convinced that he is not a dreamer but a practical man."

"The other day I heard Viscount Delb's, our Foreign Minister, talk of the League of Nations idea, but I wonder whether he really understands its idea as completely as Viscount Grey, President Wilson and other statesmen in the West. It is really difficult to understand how war can be stopped simply by the establishment of a League of Nations, while mankind is marked and competitive and conflict among nations still remain. This is the reason why I say that our countrymen must understand the Western thoughts more fully."

Influenza In Jamaica Causes 4,000 Deaths

(Reuters Agency War Service)
Kingston, Jamaica, January 4.—There have been four thousand deaths in Jamaica from influenza.

The Sacred Alliance Of Nations

A marvelous prophecy, a looking forward a century, is in the following poem, written by the French poet, Béranger. The song was sung at Liancourt, at a fête given by the Duke of Rochefoucauld, in celebration of the evacuation of French territory after the wars of Napoleon; the Allied armies had occupied France for three years after the battle of Waterloo (1815) and the restoration of Louis XVIII. The fête was held in October, 1818, just after the evacuation. My translation of the song is rather free.

JENNIE MASTERS TABB,
In The New York Times.

I saw fair Peace descend upon the world,
Bestowing blossoms, gold and grain,
The air was calm, and from the earth she hurried
The War-God, and effaced his thunderous reign!
Ah, Nations, ye of equal strength arise—
French, English, Belgian, Russian, and the Land
Where flows the Rhine. Come, form your sacred ties—
Give each to each, in brotherhood, the hand.
Poor, weary mortals, worn and sick with hate,
Harassed by fitful dreams; the space
In which ye crowd yourselves was not decreed by Fate.
Give way, each to the other, and a place
Each one of you shall have within the sun.
Enchained by Power, bereft of happiness, ye stand,
Come, let your sacred league be now begun—
Give each to each, in brotherhood, the hand.
The fiery torch to neighboring lands ye bear—
The north winds blow and spread the flames abroad—
The desolating flames! And when they pass, ah, there
The plowshare rusts beneath the conquered sword;
Red human blood is on each grassy blade.
Throughout the wide extent of all your land,
Come, form your sacred league! Be not afraid—
Give each to each, in brotherhood, the hand.
Fair cities burn, while haughty gnomes still dare
To mark, to count, and gloriously to count again
The human souls assigned them as their share.
Their spoils of war, in Mars' inhuman reign—
Poor, helpless souls, who pass without defense
Beneath the yoke of conquerors' command.
Come, raise your eyes, your sacred league commence—
Give each to each, in brotherhood, the hand.
Let not Mars now lay down his arms in vain!
In wasted countries establish his man-laws.
Deliver not your source of life away!
To tyrants bold and mighty conquerors!
Abjure the influences of false stars that rise—
Their transient nature strive to understand.
Come, steadfast stand, and form your sacred ties—
Give each to each, in brotherhood, the hand.
The foe has passed, the fair world breathes once more!
Over scenes of blood let heavy veils be drawn.
To verdure now your fields ye can restore
And greet with joyous song the coming dawn.
For Hope and Plenty stand, with smiling eyes,
Their gifts to strew upon the waking land.
Come, Nations, form your sacred ties—
Give each to each, in brotherhood, the hand.
Thus spake fair Peace; and to the kings of earth
Her message came, and dwelt within their hearts.
The Autumn passes with a Spring-like birth
Of bloom, recalling Spring, as she departs.
Arise, fair France! in all your glory rise!
No longer foes within your borders stand!
The foreigner departs! Come, form your sacred ties—
Give each to each, in brotherhood, the hand.

Women Doctors Overseas

Following are extracts from letters received by the National Woman Suffrage Association from members of the Women's Overseas Hospital units at the front:

"We have been taking little journeys into the war zone," Dr. Sholly wrote on October 17. "We have been to Compiègne, Soissons, Longpont, Cœcy and, most wonderful and interesting of all, Laon. We entered Laon in triumph two days after the boches left it. I am sure that we were the first outside women on the side of the Allies at least to go in. We were certainly the first Americans after the troops. The French troops and the

colored Illinois got in ahead of us. The boches left it Sunday; we started from Oyon Monday noon and spent the night in Soissons, in one of the partly ruined houses.

Some Of The Fortunes Of War
"The roof was partly gone and there was no glass in any of the windows, but we had two beds with spring mattresses and a blanket and a half pillow, which some American ambulance boys gave us; also a choice of several nice, airy rooms. There were four of us, so we slept two in a bed, light up against each other, changing at intervals from one side to the other

to throw out the parts exposed. Somebody during the night got up courage to close the open window, only to find in the morning that what had been closed was a window frame innocent of glass.

"As there had been a little trouble recently at Soissons with the water mains, we cold-creamed our faces and postponed washing our hands until our return to Oyon. Besides a few French officers and soldiers, they say there was an old father and mother and daughter who never left Soissons and who lived in a cellar during the German occupation. The old people are in the nineties and the daughter a young lady of fifty. There are no civilians except a Mr. and Mrs. Gillman (Americans), who run a Y. M. C. A. canteen, all alone with a little French maid.

"They are doing wonderful work giving out coffee, chocolate, tobacco and entertainment to the permissionnaires and passing milkmaids and ambulance men. They provided us with coffee in the evening and hot chocolate in the morning and kindness in general. Miss Marple, one of the nurses, who sings songs for the patients in the canteen in the evening and also for a soldiers' mess.

No Men's Land Witches' Cauldron
"We left S. about 8:30 a.m. and arrived at Laon about 11. We passed through Gruy, which has not a house left intact, up a long hill with boches' graves along its border, and on over a recently mended road just west of the Chemin-des-Dames, which we could see very plainly; also Maimisson. On both sides of the road were piles of German ammunition, with their wicker containers and helmets. In the vicinity of the Chemin-des-Dames the fields showed the heavy scars of the fight; the mounds of tossed-up brown earth looked like the billows of the sea in a stiff southwest wind. Leaning on the crest of an occasional red-brown wave was a wooden cross marking the internment of a boche. Sometimes there was a helmet balanced on the upright piece. The odor of decaying flesh was very evident. Once we saw the legs of a horse sticking out of the billows. Chavignon, a village in No. Man's Land, as we passed through resembled in its sad destruction the acorn one might expect to find in the cauldron of a witch's stew.

"After we got beyond the Chemin region the countryside seemed more tranquil in comparison. There were only ammunition heaps, splintered trees, wrecked villages, broken bridges and gouged-out roads, which were being rapidly repaired by whole companies of territorially-black Senegalese and white French soldiers. This was being done so rapidly that when we returned in the afternoon the road was quite smooth and passable.

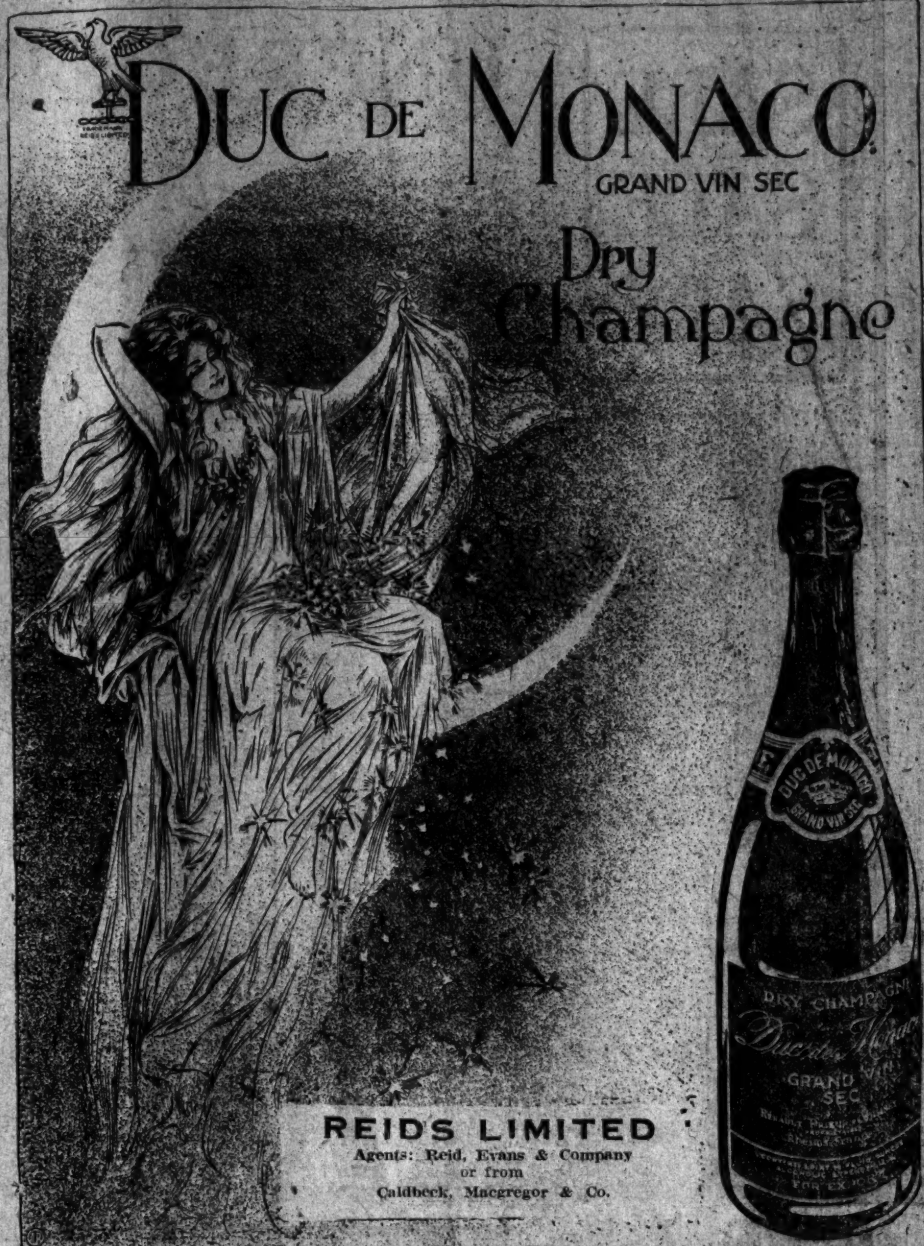
A Triumphant Procession
"The country all about here seems stripped of its trees. Laon is on the summit of a very high hill. It is almost like an Arizona mesa, steep and clifflike. For reasons we left our vehicle a few hundred meters from the main road to the town and made a detour on foot up a steep, narrow path, into which steps had been cut,

and so on into the edge of the town. We had hoped some evensong who were returning to their homes with their packs on their backs.

"The first people we met said 'Guten tag' to us (they said the German nurses wore the same uniforms as our French), but the good man who came

up the path with us threw his arm around Miss Marple's shoulder and cried out 'Americaines! Americaines!' And our triumphal procession into the town commenced. The whole town was decorated with the tricolor flags and with one United States flag. The people were tricolor rockades in

their coats, and as we walked through the main thoroughfare they hung out of the windows and called greetings to us. They ran out of doors, men, women and children, grasping us by the hand and telling us how happy they were to see us. Their emotion was so compelling that we all but wept with them."



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Latter Cannot Understand Their
Revulsion Against Tyranny
That Enriched Them

IMMIGRANTS WON'T LEAVE
Will Take Their Chances Under
France Rather Than In
Chaotic Germany

By Walter Duranty
(New York Times)

Strasbourg, November 26.—"I would never have believed it," yet the evidence is incontrovertible—Strasbourg really seems delighted to have the French back again.

The speaker was a German ex-Captain of the Infantry Reserve of Prussian origin, but domiciled for thirteen years before the war at Strasbourg, where he was in the grain business. I met him in a cafe on the evening of Petain's entry. He spoke excellent French, and his whole attitude was a characteristic revelation of the German mentality. He continued:

"Here is a country whose conditions of life, wealth, and comfort we improved enormously during our occupation. We developed industries, brought in capital, and, as far as Strasbourg is concerned, nearly doubled the population and increased the business turnover tenfold. Yet nine people out of ten are genuinely glad to welcome the French. I cannot understand it."

"Of course, I can see that a great number of those who acclaimed the French soldiers today were from the country, and countrymen are always tenacious of old ideas. But just the same, that doesn't account for today's really fine demonstration, which contrasts more than favorably with similar functions during the last fifty years."

In reply to a question, the speaker said he knew Paris well, and admitted its extraordinary fascination, but his well-trained Prussian mind was entirely unable to comprehend the theory that "sentimental considerations," as he termed them, might prevail over practical and commercial advantages. For instance, he declared roundly that it was ridiculous that the French-speaking Alsatians should oppose the expropriation of the German tongue for their own language, because, "Germany being the business language of the country, it is obviously more profitable and convenient to speak it."

"Do you expect to remain in Strasbourg?" I asked him, and he replied: "Yes, unless the prejudice against us, which I have already noticed, makes things impossible. Otherwise, it is clearly better to be in the territory of victorious France than in Germany, where, in my opinion, a state of chaos is imminent. Besides, here in Alsace taxes are likely to be lower than in either France or Germany, and there will be considerable tourist traffic before long from the United States and the rest of the world."

I did not attempt an argument, as the German was so evidently convinced that he was talking common sense, but I wondered whether, after all, there was not a great deal of truth in the assertion I had often heard made by Frenchmen that there was really no such thing as collective German patriotism, owing to the German racial antagonism and self-interest more or less fused by military training and held together by the doctrine of militarism itself.

It is, of course, the tendency toward separatist movements already visible in certain parts of Germany is likely to become more marked in the coming weeks, and the possibility that the left bank of the Rhine may actually demand incorporation with French territory is likely to become a definite factor in the peace negotiations.

From Brussels to Strasbourg
After witnessing the royal entry in Brussels I traveled 600 kilometers in an automobile with a French officer to Strasbourg for the triumphal march of Petain and his pollux. Although the journey was practically without a stop and took twenty-eight hours in an open car during a bitter frost, my interest was exceptional.

We left Brussels soon after 5 on Monday morning and passed through Namur, little damaged by the general assault of 1914, and reached Dinant, on the Meuse, at about 10. Dinant, once one of the most picturesque Belgian towns, struggling for a mile and a half on the east bank of the river, is a scene of pitiable destruction. Under the usual pretext of "franc-tireurs" that was put forward as the excuse for the German "lightning" of the burning of the town, fully three-quarters of the town was burned by the enemy, and most of the inhabitants who escaped the flames were massacred.

Dinant is unlike the other destroyed towns and villages of the war area in that there are no crumbling walls or roofless houses to bear witness to German barbarity. By order of the in-

vadens all the wrecked buildings have been razed to their foundations, and the main street, along which, we passed, seemed to run between a wide expanse of paving stones, the ground floors of the stores and dwellings that formerly flanked it.

Just beyond the town we turned into a side road leading to the tiny village of Colleville, near which, my of-fer before the war had a large property, including a chateau. Although of French nationality, he had inherited Belgian estates from his maternal grandfather. In Brussels he had been able to ascertain that his chateau had not been destroyed, but he had no news of its condition or of the numerous art treasures and valuable furniture it had contained. When we reached the adjoining property the officer's face grew grave as he saw that the woods and the trees of the park had been miserably cut down.

At the entrance to Colleville a triumphal arch of pine trees bore the effigy of a German soldier hanging by the neck with the inscription painted on his chest: "So be it with all Germans!" In his tattered field gray the dummy was hideously realistic, and the couple of dead pieces, overturned in the mud by the roadside, heightened the illusion of vengeance meted out to the living foe.

The Patron's Welcome Home
As we swung through the quiet street of the uninjured village and round the medieval church toward the house of the estate agent, my companion was recognized by one villager who uttered a delighted cry as a beggar running after the car, shouting at the top of his voice. We halted at the agent's porch, and in a twinkling the little square was filled with men, women, and children, all eager to be the first to greet their "patron," whom they had not seen since the beginning of the war.

In the Old World setting, the scene might have been the return of a feudal overlord to his retainers from a crusade against the Saracens. At last the agent made his voice heard above the uproar of welcome.

"We thought you dead, M. Le Comte," he cried shakily. "At the first Christmas the news came that you had been wounded, and after that we heard nothing. We thought you must be dead."

Then followed a rapid fire of questions about the officer and the members of his family, in tone of sincerity and devotion that were touching to the degree. At last, accompanied by the agent and two former servants of the household, we moved up to the chateau through a beautiful park unmarred by the axe of the German vandals. The chateau, a fine gray stone building in the French style, overlooking a wonderful series of valleys and hills, on the side of one of which perched a half-ruined family castle of great antiquity, was perfectly intact, although the flower garden before it was trampled.

The Wine Cellar Plundered
"You will find the interior in bad condition," said the agent as we walked up the steps, "but we managed to save nearly everything. Just the same, before we left the chateau here, we had plenty of time to hide all the valuable property before the enemy's occupation—with the exception of the wine, they took all of that."

The officer's grandfather had a famous cellar, and it appeared that two German motor trucks had arrived at the chateau, loaded with the invaders' vanguard and stripped the cellar to the bottom more than a week before any other Germans set foot in the park.

The Count's retainers had risked their lives during the interval to hide all they could, and they had done their work well. Despite bribes and threats the enemy was unable to discover a single cache, although clocks, silver, priceless manuscripts, and archives were actually hidden in the chateau itself.

"We walled each cache—there are twelve of them here—behind three feet of concrete," said the agent, "so that even when the Germans tapped the walls they were unable to tell the difference."

The chateau had been utilized for three and a half years as a hospital, and subsequently by a General's staff, the last of whom had departed three days before our arrival. The Belgians had cleared up the litter and rubbish left by the enemy, but broken windows and furniture told the tale plainly enough. In the library, whose choicest volumes had been hidden there was considerable disorder, and the bindings of many books had been injured, but the majority were untouched on the shelves.

The Chinese tapestry that hung above the mantelpiece is hidden in the garret of my cottage," said an old woman, who told me proudly that she had been the Count's nurse.

"I wrapped it up in cloth with naphthalene balls, so that the moths and damp wouldn't hurt it."

"One German Colonel who had heard of it said it was worth 40,000 marks and asked where it had gone. He was told that the owner had removed his valuables to beyond the reach of the Germans, which made him very angry."

His Master's Property
For the next half hour there was a procession of villagers, almost all of whom told of something they had succeeded in hiding. A farmer had concealed a carved oak chair in his barn,

An smuggler had hidden the Count's signet ring in a box of Corons plus three bottles of his own Burgundy, which he insisted should be opened for an all fresco lunch and celebration.

Of the little that remained the Germans had damaged or stolen the greater part; but the officer pointed out to me that in the state bedroom a comparatively valueless oil painting had been carried away while a water color, smaller, but worth ten times as much, had been left behind.

The remarkable thing was that not only did his people run considerable personal risk in concealing his property, but it would have been easy for any of them to dispose of it for their own profit and say later that it had been found by the Germans. The idea simply never entered their heads, and it is moreover the fact that the majority of his tenants had paid rents regularly to the steward throughout the German occupation. Whatever he may think of the European aristocratic system, it is impossible not to be impressed when it inspires such loyalty and devotion.

Scarcely Army of Prisoners
As we passed a second time through Dinant to take the main road along the Meuse to Charleville we were held up at a bridge rebuilt by the enemy after its destruction in 1914. This was to permit the passage of General Bruthwaite, commanding the British vanguard in this region, escorted by a number of returning inhabitants and several hundred Allied prisoners, mostly French and British, who formed part of a constant stream passing in foot through Belgium, Luxembourg, and Alsace-Lorraine.

"We looked like them before," said an Englishman to me, pointing a hand at the passing troops, "and now we are a lot of blooming scarecrows. One of those fellows could take on a dozen of us. May God curse every living German! I've been starved for nine months, worked till I dropped under our own shell fire, and treated like a dog. Then they turn us loose to get back anyhow. Some of my pals have died of hunger and exhaustion in the last four days."

It was indeed pitiable to see the poor fellows, ragged, and many countless, in the icy wind with their hollow, colored cheeks and sunken eyes. The inhabitants have done what they could on the way, but they have little enough to strengthen the wearydom inflicted on her prisoners will not be the least of the crimes for which Germany must answer.

Torchlight Parade At Sedan
At Charleville we were warned that the route thence to Sedan was very bad, with hastily filled shell holes, mine craters, and cannon ruts, but we decided to push on as Petain's entry into Strasbourg was scheduled for the morning.

Reaching Sedan about 6 I had the good fortune to see the first torchlight parade of French troops—the 10th Infantry—in four and a half years. Attended by crowds of rescued inhabitants, the long line of lights, whose smoky glare had disclosed war stained blue uniforms, wound into the square where the statue of Marshal Foch stood, lit up by colored Bengal signals, overlooked the scene of France's triumph that for five years had been the spot of her deepest mourning. The band played the "Marseillaise," which was sung by the watching thousands, and then, with a great shout of "Long live the civilians who have held out!" answered by "Vivent les Polles!" the procession broke up.

"They wanted to take away the statue, but the Mayor protested and managed to save it," said an inhabitant beside me. "Once too, a German Alchemist put a spiked helmet on the Marshal's head, but the moment dusk fell that night the helmet became the most cherished souvenir of one of my fellow-citizens. They did not try to seize it. Of the Germans who entered the town on Aug. 23 five were shot by French engineers right at Foch's feet. It was the first earnest attempt to show the old fellow that we had not forgotten the lesson he taught us—how to kill Germans, despite what happened in 1870."

Our evil expectations as to the state of the roads were justified, but our sturdy little Breton chauffeur was undeterred by cold, fatigue, or rough going. Of all sights I have seen in moonlight, the country north of Verdun in the region near Bray and Vacheronville was the most impressive. The slopes to the right of the road were a nightmare wilderness of shell holes, twisted wire, and broken masonry. Here and there a tree stump where there had once been a dense wood threw its jagged black shadow on the frost-white earth. In the background the River Meuse glittered like a silver band, a strangely peaceful setting for a scene where more blood was shed to the square yard than on any other spot on the Western front.

We made Nancy at 2 a.m., and the first rays of the sun revealed a fairyland of snowclad woods on the heights above Strasbourg. Savaris (Zabern) was passed at 6, and at 10 exactly our automobile halted in the Place Kleber, Strasbourg.

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BIRTHS

TREADWELL: At the Victoria Nursing Home, Jan. 11, to Mr. and Mrs. Geo. L. Treadwell, a son, Chan Sybrandt. 20824.

Today's Church Services

Holy Trinity Cathedral.—First Sunday after Epiphany. 8 a.m. Holy Communion (and at Bubbling Well Chapel). 9:30 a.m. Children's Service. 10:30 a.m. Matins; Parry in D; Anthem "Arise, shine." Elvey; Hymns 79, 76, 81. Preacher: The Dean. 6 p.m. Evensong; Parry in D; Hymns 78, 224, 22. Preacher: The Dean.

St. Andrew's Church, Broadway.—10:30 a.m. Matins. Preacher: Rev. C. J. F. Symons, M.A. 6 p.m. Evening Prayer. Preacher: Rev. W. Robbins, M.A.

Union Church.—Sunday, January 12, 11 a.m. Preacher: Rev. C. E. Darwent, M.A. Subject: "Born anew"; Chant 58; Jubilate (Stanford in B flat); Hymns 536, 74, 283. 6 p.m. Preacher: Rev. C. F. Darwent, M.A. Subject: "Mutual aid"; Chant 55; Anthem "O Lord my God." (Wesley); Hymns 524, 116, 633.

St. Joseph's Church.—Sunday, January 12. Masses at 6, 7, 8 and 10 a.m. At 10 a.m., High Mass; Sermon in French. At 4 p.m.

Benediction of the Blessed Sacrament. Masses on week-days, 6, 7:30 a.m.

St. John's Pro-Cathedral.—Jessefield, Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

Shanghai Free Christian Church.—Today's services in the above will be conducted as follows: Morning 11 a.m. by Mr. Arthur Rugh, B.A. Evening 6 p.m. by Mr. Arthur Moore.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Sacrament." Sunday School 10 a.m. Wednesday Evening Meeting 6 p.m. Reading Room open daily except Sunday 10:30 to 1:30 at No. 21 Nanking Road.

American Song Service.—Dr. Frank Rawlinson, this afternoon, at the Palace Hotel at 5 o'clock. This is the last of the series of talks Dr. Rawlinson will deliver before the Song Service. A solo will be given by Mr. W. W. Haynes.

Theories Of Education

(New York Times, December 1.)

Within the last week two men of great authority, Dr. Charles W. Eliot and Dr. Nicholas Murray Butler, have presented their views on the improvements needed in American education as revealed by the war. These gentlemen come into a field already crowded with a multitude of disputants; irascible is the thinker who has not decided that the processes which led him to his present state of mind were wholly wrong, and pusillanimous is the writer who has not admitted that the schools of his day were utterly unable to teach anybody to write, or to do anything else. The revolutionary zeal of the "Modern School" and what Dr. Butler calls "the intolerant endlessness of H. G. Wells" have popularized the theory that whatever is wrong, but there is unfortunately little agreement as to just how any why it is wrong.

Now above this tumult of sounding brass and tinkling cymbal come the voices of two men who have made long and honorable contribution to American education; their views should carry weight. But even between these gentlemen there are grave differences. They agree on some things—the need of more training of the senses, of coordination of the hand and eye, of additional attention to public health and preventive medicine; on the teaching of science, so far as it is intended for the education of the general student, as an interrelated whole and not as a collection of discrete "studies"; on the urgency of recognition of the individual pupils' aptitudes, preferences, and abilities. But their disagreements are profound, even fundamental. Dr. Eliot insists on the inductive method; Dr. Butler thinks that things found to be true in human experience should be taught by people familiar with that experience, even at the cost of the pupils' failing to realize why they are true and how they were so proved.

Dr. Eliot's article covers so wide a range that it might borrow the title, "A Study of Twentieth Century Multiplicity." The reader gets the impression that we all like sheep have gone astray; that humanity in general is deficient as uniformly as the one-hoss shay was efficient. He sees the need for more and better teaching of subjects ranging all the way from the elements of a scientific diet to the religion of democracy and fraternity. Dr. Butler appears to feel that there is too much detail; that what is needed is co-ordination of the details of individual experience with the generalities of the experience of the past and of others. Where the President Emeritus of Harvard demands better teaching of the sciences, the President of Columbia calls on us to remember that the sciences were made for man and not man for the sciences—still less for any particular

America's Naval Program

While distinguished economists and publicists are finding it difficult to reconcile America's talk of a lasting peace based on the League of Nations with her steady pursuing of her naval shipbuilding program, it is refreshing to find a Professor of Literature dismissing as without foundation in fact the anxieties of the Japanese about American naval preparations. Mr. "Hakuseki" Kuriyagawa, writing in the *Asahi*, says: "I do not regret the existence in the United States of a strong movement for increasing the navy. But to jump to the conclusion that America is being steadily transformed into a militarist country is simply foolish. Every country has its share of those shipbuilders who are not slow to utilize every opportunity to promote their own interests. And the agitation in America to have the largest navy in the world I do not hesitate in regarding as an agitation engineered by these unscrupulous shipbuilders and not having the support of the generality of the people."

Musical Matters

By Ronald B. Harry, Mus.B.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

One's Favorite Instrument

Leopold Godowsky has been letting himself go in the New York Evening Mail on the virtues of the piano, "the greatest of musical instruments," he calls it. "A unique feature of the piano," he says, "is the vanishing quality of its tone. The tone when produced is strongest and gradually dies away. This vanishing quality is what gives it its peculiar charm. No other instrument diminishes itself in tone. The voice can be kept up, swelled and diminished as long as there is breath. The violin tone may be drawn as long as there is bow, while the organ tone may go on forever. In its tonal aspects the piano is a symbol of life. At its birth it begins to die. At birth most things begin to develop before preparing for the serious business of life, i.e., death—but that is not Mr. Godowsky's point.

This making virtues out of an instrument's defects has provided some very good material for a writer in the Musical Opinion.

As to which is the greatest of musical instruments let the rival players settle among themselves. We all agree there is none perfect. Everyone has some defect or limitation. Skillful composers minimize these drawbacks and even turn some of them into beauties. The vanishing tone of the piano is made the basis of many delightful effects of elusiveness. But surely the vanishing quality is really a very serious defect. A crescendo on a sustained chord is impossible; although composers have written both a crescendo and diminuendo until they have earned better—Rubenstein had a pedal trick (in Schumann) which was supposed to get an accent on the second of two chords tied together, not struck! The effect existed only in the player's mind unless he helped by jabbing the pedal so hard that the piano emitted a protesting jangle. For this a big drum worked by the foot would have done better.

We owe many of the piano figures and ornaments to the vanishing defect, of course. Still, even Godowsky must wish on occasion that his piano had the sostenuto of the organ, the crescendo of the trombone, the renewed accent of the violin, the singing quality of the cello, and the varied color of the human voice. There is a lot to be said for making light of our troubles, and if Mr. Godowsky makes himself happy with his piano by idealizing its obvious limitations so much the better.

Not many of us will join in his paean. Mr. Eliot the poet, the greatest of the organists, he considers the piano the least musical of instruments, and never plays on one unless compelled to. One might prevail on one's friends to read a few words on behalf of their particular instruments.

The Drum.—This shapely instrument possesses several unique features: the chief being its inability to sound more than one note at a time. Moreover—a further advantage—it must be returned before another note can be sounded. This of course makes its performance of long drawn melodies difficult, if not impossible. In thus being compelled to confine its activities to a solitary note, the drum is a symbol of life, one whack, and we pass on.

The Organ.—A singularly pleasing feature of the organ is its tonal inexpressiveness. In every other instrument the player can affect the power or quality of the tone by varying the force or method of striking, blowing or blowing. The organist is helpless in the matter, and this powerlessness gives the organ its peculiar charm. The organ can, however, provide imitations of storms in localities where the weather is too calm. The instrument is, like life, easy to plod along on but a tough proposition when one is out for variety and nuances.

The Violin.—Of all musical instruments the violin is undoubtedly the greatest. It has many claims on our admiration, but in nothing more than its inability to accompany its own melody. True, composers sometimes write two, three, or even four-part chords, and players have been known in their more fortunate moments to produce something approximating to the effects intended; but to play a melody and at the same time to provide an adequate accompaniment is beyond the powers of this fine instrument. This helplessness when massive choral or intricate polyphonic effects are required is a constant source of joy to the violinist. In its insistence on a single melodic line the violin is extraordinarily like life—from the start the ego is prime factor.

The Piccolo.—The honor of being the greatest musical instrument must undoubtedly go to the piccolo, not of course in respect of mere size or weight, as there are many instruments somewhat larger and heavier, for example the organ and bombardon. Its greatness lies in other and far more important directions. Among these we have space to notice only its complete inability to produce anything other than piercingly high notes. No other instrument can do this so shrilly and in so entirely satisfactory a manner. The piccolo, however, has high and low notes, so can the organ, so, in fact, can several instruments. Only one, the piccolo, has to keep tooting away in the cold up among the ledger lines. In this it is like life (I believe I am the first to point out the resemblance), because the higher the fever.

Chamber Music

The "Zimro Sextet" commences its concert on Saturday at the Olympic Theatre. Visits by the Moscow Trio and the efforts of the local Chamber Music Society, now being reorganized.

New Russia For Old

By James Gibbons Huneker

(New York Times)

A distinguished Russian diplomat, a visitor now in America, has asked us not to judge Russia too hastily; above all, not to abandon hopes for her future. The deposition of the Romanoffs could not be accomplished without a social cataclysm, and the presence of what Nicholas Murray Butler has so happily called "an inverted autocracy," that is to say, contemporary Bolshevism. But the new-comers, after tumbling over thrones and dynasties, cannot be expected to halt at any half-way house of outworn political expediency. Their slogan is: All or Nothing. Everything is permitted. Precisely the device on the victorious standards of that strange Old Man of the Mountain from whose followers we derive the sinister word "Assassin."

Yet we are fain to believe that, as nothing long endures, the tremendous Russian middle will be straightened out sometime. In the bad old days when the Russian moujik was not singing songs saturated with vodka, he spun legends shot through with the fantastic or grim with the pain of life. In the European concert his formidable bass voices of his neighbors seem thin and piping. Napoleon prophesied that before the end of the 19th century Europe would be either republican or cossack, and a Moscow Journal has proclaimed that the "Twentieth century belongs to us." One need not be a Slavophile to admire Russian patriotism. The love of a Russian for his country is a veritable passion. And from lips parched by the desire of liberty, though the Russian be persecuted, exiled, imprisoned, and murdered, this passion is ever voiced with unabated intensity. What eloquent apostrophes have their great writers made to their native land? The youngest among the great nations, herself a nation with genius, she must possess a mighty power thus to arouse the souls of her children. How Turgenev praised her noble tongue: "O! mighty Russian language!"

Yet the Russian is a cosmopolitan man; he is more French than the Parisian, and a sojourner among English ideas. Ivan Turgenev, a Muscovite doubled by a Greek artist, was called a cosmopolitan by Dostoevsky—that profound and somber soul—and it was a frequent reproach made during his lifetime that the music of Tchaikovsky was not sufficiently national; whereas to Western ears it once smacked too much of the Kal muck. Naturally, Anton Rubinstein suffered from the same criticism; too German for the Russians, too Russian for the Germans. The case of Modeste Moussorgsky is altogether different. If Russian music, the organized musical speech of the nation, owes much to Schumann, Berlioz, and Liszt, nevertheless Michael Glinka was its father. Like Weber, he lovingly plucked from his native soil its wild flowers of melody, and gave them an operatic setting in his "Ruslan" and "Life for the Tsar." In his turn and representing the elder school are Dargomyzsky and Serov, while with "New Russia" blazoned on their banners follow Cesar Cui, Rimsky-Korsakov, Borodin, Balakirev, Glazounov, Stcherbakov, Rachmaninov, Arensky, Moussorgsky, and, last not least, Scriabin.

It might prove interesting to compare the cosmopolitanism of Tchaikovsky with Turgenev's. George Moore insists with Celtic obstinacy that Turgenev is the greatest master of fiction, greater even than Flaubert, because his art is effortless. Certainly, the Russian is the most artistic among novelists. Tchaikovsky was suspiciously regarded by the lesser native choir, while the big men, Gogol, Pushkin, Dostoevsky, and Tolstoy had an army of imitators, who wore their blouses untucked in their trousers. It was a symbol. Their watchword was: We are going to the People! From the intelligentsia, the students, to the peasant himself, this ominous cry was heard. It is still sounded. Its echoes are in Western ears. The Greek While Tsar would not heed the warning. Going to the People is a phrase indicating a savage reaction against cosmopolitan influences; Russia had successively suffered from the inva-

should have created a public with tastes in this direction. The sextet consists of piano, string quartet, and clarinet. ("Clarinet" is a mis-spelling surviving in the name of an organ stop.)

A Fine Song Cycle

Amongst Messrs. Robinson's Columbia records is Vaughan Williams' five tenor songs, poems by A. S. Houseman. This series will rank as one of the world's great song-cycles. They are sung by Mr. Gertrude Edwards.

Modern Music

The Boston Music Company has a fine library of music in attractive forms. Messrs. Moutrie have just received a stock of these publications which should interest musicians of serious intentions. There is a great deal that has been hitherto unobtainable in Shanghai.

sions of English, French, and German ideas, customs, manners, costumes. The rabid Slavophile would have none of these. He disliked Italian pictures, loathed German philosophy, despised French literature, and hated English politics. Yet, from these seemingly desperate elements was born a national consciousness, a national culture. Its eclecticism caused its disintegration.

To comprehend latter-day Russian music we should remember that the national spirit pervades its masterpieces. And that spirit is not in a special compartment separated from the seven arts, but waters their roots. With us art is a tender flower, isolated as if in a hothouse. The artist in America lives in a vacuum, or else creates his own atmosphere. In Russia, "barbarous" Russia, as we condescendingly refer to her, an artist is first a patriot. The English critic, John M. Robertson, wrote in 1891: "In that strange country where brute power seems to be throttling all the highest life of the people . . . there yet seems to be no cessation in the production of truthful literary art . . . for justice of perception, soundness and purity of taste, and skill of workmanship, we in England with all our freedom, can offer no parallel." Tyranny, then, may be forcing ground for genius! From Gogol to Artzybashev Russian literature achieved its spiritual freedom despite the Tsar and Siberia. The reason we speak of these writers and composers is because to know them is to grasp the psychology of Russian music, which is so often inspired by the poems, novels, and dramas of Pushkin, Lermontov, Gogol, Dostoevsky, Turgenev, Tolstoy, Ostrovsky, Gorky, Andreyev, Artzybashev, and by the paintings of Repin, Perov, Vereshchagin, and, in the case of Prokofiev, by Boris Anisfeld.

We have elsewhere made a critical comparison of Dostoevsky with Moussorgsky; no need to refer to it here, except to say that when Dostoevsky wrote, "The soul of another is a dark place, and the Russian soul is a dark place," he accurately plotted his nation's psychic curve. And let it be said in passing that the author of "Crime and Punishment" had developed the mystic idea (your Russian is nothing if not mystical) that from Russia must come the salvation of the peoples of the earth—from Russian Christianity. This notion became an obsession of the great-souled writer, in whose "Karamazov Brothers" and "The Possessed," ("Desire") may be found the leading motives of Nietzsche's philosophy: the Superman, the eternal recurrence, the fantastic idea that eternity may be in a "boxed-in" bathhouse, an idea that Henri Barbusse, who is saturated with Dostoevsky, develops in "L'Enfer," that infinity is contained within us. Eternity is Now. Tolstoy, who was best described by Count Melchior de Vogue in his epigram as having "the mind of an English chemist in the soul of a Hindoo Buddhist," ("On dirait l'esprit d'un chimiste anglais dans l'âme d'un bouddhiste hindou") has not played as influential a role among Russian composers because he was essentially stone-deaf. His "Kreutzer Sonata" demonstrates how a man ignorant of music, great artist that he is, may write himself down absurdly. In comparison Dostoevsky is a spiritual reservoir of musical certitudes; while in Turgenev, thanks to a natural sensibility and years of musical cultivation while sojourning in the household of the Viardot-Garcias at Paris—surely the happiest as well as the most artistic "woman a truce" in history—he wrote of the art with sympathy and understanding.

The further one dives into the Orient the more chromatic become the arts, especially the tonal art. The chromatic scale was once the shibboleth of the Neo-Russian composer, and, being the artistic offspring of Liszt and the Slav, he vainly sought to veil his paternity by painting it over with local color. It was then a trackless and seldom explored country his, full of yawning harmonic precipices, melodies that are at once heavenly and hideous—like the mouth of a pretty woman with missing front teeth; mountainous ideas, bleak surprises, and rugged vistas. Today matters have changed. The younger generation, headed by the astonishing Alexander Scriabin, has thrown chromaticism to the dogs. The whole-tone scale is monarch. Arnold Schoenberg declared the scale must escape the House of Bondage and be free from scholastic shackles. Modulation is to be as Free Love, which may supersede marriage—according to the recent program of the Reds. Rebikov, Stravinsky, Serge Prokofiev, and Leo Ornstein have long ago nailed their color to the mast. It is unequivocally scarlet.

Notwithstanding the seeming anarchy in all these modern and artistic manifestations, we believe that to the Slav is the future. Out of darkest Russia may emerge the next world-composer. Scriabin may be only the precursor of the new evangel. Dostoevsky is right. There is enough fire of righteousness in the Russian to burn up the world and all its wickedness. Russia is the matrix heavy with unborn genius, and who shall bear down too heavily now on her sorrow and travail? Water seeks its level. A country is no greater than her great men. And how truly great are those we have just named! New lamps for old. A new and glorious Russia for the old. Avo!

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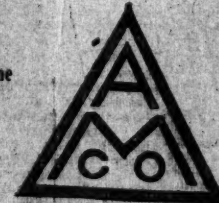
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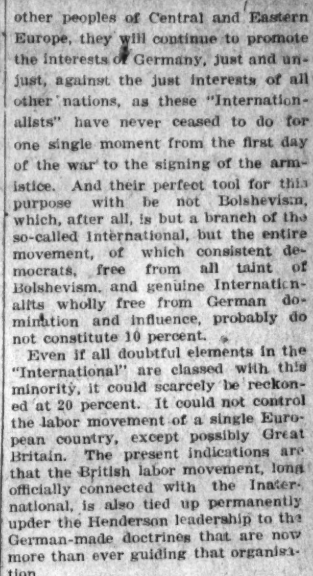
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By Callahan



ship of the proletariat and by the overthrow of capitalistic rule, thus so, as recent despatches seem to indicate.

Almace-Lorraine was offered no self-government, but "autonomy" under the Kaiser. By reaffirming their Stockholm program, the Majority stood against the giving up any territory whatever either by Bulgaria, Rumania, or Bulgaria and Turkey. Nor is this the worst Scheide mann in his speech suggested a vague "revision" of the Brest-Litovsk treaty, but did not say a single word about the equally important treaties with Finland and Rumania.

Undoubtedly the superior power of the Entente and America since the armistice will bring about a rapid change in this position. But in the of the utmost importance to not neglect the possibility of a superior force without any change whatever in conviction.

Next let us note the peace terms of the Minority Socialists. They too, are standpatters. In a declaration made about October 1, they proudly proclaimed that independent Poland is the only one

so, as recent despatches seem to indicate.

When the German Socialists are genuinely democratic as far as Germany is concerned, and, under compulsion, may allow democracy for the

"Diplomatic despatches have reached Washington from Berlin declaring that the new German Government continues by all possible means the conduct of internal and international German propaganda, adding that in this revolutionary Germany shows herself just as active as was imperial Germany."

"The 'Wolf Agency,' said this despatch, 'the Department of Communications and national agencies, nor the German official press, represented by the Socialist press, displayed so much zeal and stubbornness, and what is not less to be wondered at, the same methods but not only by the same people who were before the instruments of Ludendorff.'"

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"Liebknecht's speeches were all absolutely Bolshevik. 'Now the proletariat is conscious of its power,' he said, 'the watchword is world revolution or world destruction. The call to the national defense should be answered by the dictator-

It is therefore also probable that the Minority party or Independents will abandon their demand for a Socialist republic, if they have not already done

With the German revolution and the success of the new Socialist Government, this leadership will be more absolute than ever. And let us remember that no faction of the German Socialists have given up their demand for a world revolution even against democratic Governments! They may cease to bank upon this revolution to help them out before the peace treaty, they may throw over the Bolsheviks, but they will not cease to demand for a world revolution even against all other democratic Governments.

These so-called International associations to nothing in America, and does not yet completely dominate the British labor movements of England, Holland, Switzerland, Scandinavia, and the entire Continent! And now it is considerably reinforced by pacifists

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Odessa Line—Means Economic Liberation

Even after victory by the Allies, Germany's dream of a Mitteleuropa, the Berlin-Bagdad railroad, it is recognized, would remain an economic advantage to Germany as an artery through which an increasing volume of trade would flow, with the possibility of its use for hidden political advantages.

To prevent this road from becoming the dominating link, the German intended it to be, a Bordeaux-to-Belgrade railroad, to provide a land route to Constantinople through Southern Europe and to establish an economic tie through newly organized States, being urged by Entente diplomats. What is proposed is a great new artery of travel in Europe, springing with much significance out of the realization that political ties, unless supported economically, will be unstable. Only a few days ago Jules Cambon, French Under Secretary of Public Works and Transport, said that studies were being made in France for the proposed Bordeaux-Belgrade-Odessa railway route.

One of the countries deeply interested in the plan is Serbia. Dr. Vojislav M. Yovanovitch, Professor in the University of Belgrade, Serbia now in Washington as a representative of the Serbian Government, when asked about the proposed route, said:

"Before taking the projected line up directly it is necessary to say something by way of introductory explanation and also to make a point clear with regard to the Berlin-Bagdad road, which seems not to have been understood in this country. The world war was started by Germany not only

Austrian territories inhabited by Italians.

"The most important side, even more important than the political one, is the economic side. The oppressed or threatened nationalities must be liberated not only from the political oppression or political tutelage, but also from the economic exploitation or economic menaces of Germany.

"It is not, therefore, simply an interrupted chain of politically independent States that must be formed to the south of Germany. They must also be made viable, and must change the current of their economic life, which has gravitated according to the will of Germany, into a free and independent economic life, completely contrary to the movement regulated by Germany.

"In other words, we must create a line of communication between France and Italy on the one side, through the Balkans and Russia, or the other. For the Berlin-Belgrade-Bagdad, which represents the Pan-Germanic plan, must be substituted the Bordeaux-Belgrade-Bucharest-Odessa line, which will represent our plan, not a plan of a Middle Europe with the hegemony of any one power, but equality for

railroad let us see what waterways we could utilize.

"Under present conditions none of the countries between the Austro-Italian frontier and beyond the mouths of the Danube, Southern Russia, possess a free route, linking them with the rest of the world, except through Austria-Hungary and Germany. The Serbo-Croat and Slovene provinces of the Dual Monarchy, by the very fact of the Austro-Hungarian domination, belong economically to the Middle-European system. In my opinion, one has never sufficiently emphasized the fact that the economic dependence, that is to say, an exploitation to the limit of these countries by their Austro-German and Hungarian masters, is as important a reason for their desire for independence and union with Serbia, to which they will bring an exit to the sea, as their political enslavement by a foreign regime. As to Serbia, the fact is well known that without an exit on the sea, in spite of the fact that all the eastern coast of the Adriatic belongs to her ethnically, she will be strangled under the economic pressure of her northern neighbors, the Austro-Hungarians and the Germans.

"The only waterway connecting Serbia with other countries than these two was the Danube, and it was only open toward the north—that is to say toward Austria-Hungary and Germany. For in spite of the so-called 'international conventions' of the different European 'conferences' and 'conferences,' the Congress of Berlin, in giving to Austria-Hungary the 'duty' of constructing the canal in the Iron Gates, had, properly speaking, handed over the key to the Danube to the Dual Monarchy. The high tariff which the exploiting State established and all the chicaneries which it made

State, on the territory of which they are situated, of course, with all the guarantees necessary to their international character.

"The third point is the liberation of the Dardanelles. As long as these were in the hands of the Turks the liberty and the economic life of all the countries on the Black Sea littoral and on the lower Danube were at their mercy. It is clear that the internationalization of the Straits must be the first work undertaken by the Entente Powers in order to administer the fatal blow to Germany's ambitions in the Near East."

Houses Are Flooded, And Steamers Stranded By Gales In Japan

Kobe, January 2.—The New Year in Japan was ushered in by a heavy gale with rain from the southwest. The sea in Osaka Bay running very high and a number of junks being driven ashore and wrecked along the coast between Akashi and Kobe. Shimonaka prefecture suffered severely, and considerable damage was done. In the city of Shimonaka a large number of houses were either flooded or damaged by rain and high waves. The wind was very violent, blowing in heavy gusts. Several buildings were blown down at various places in the prefecture, among them being the Mishima primary school and the Nagata district office, the latter being a building under construction.

At Tagomura, Numazu, a tidal wave flooded the coast about 8 a.m. on January 1, and some damage was done. High waves also prevailed in the bay of Odawara.

The storm reached Tokyo in the evening of the 1st, and reached its height at 9:30 p.m., when the gusts were almost of typhoon force. It subsided about 11 p.m. Cloudy and cold weather prevailed throughout the country on the 2nd instant.

Damage done in the neighborhood of Kobe Harbor on the 1st instant amounted to Yen 100,000. Altogether 94 lighters and two sailing vessels foundered. Probably some of the lighters were less carefully looked after than they would have been had it not been New Year's Day.

While the Echigo Maru (1,200 tons), a steamer chartered by the Chosen Yusen Kaisha, was on a course near the north coast of Korea, on her homeward voyage from Vladivostok, she was overtaken by a blizzard about 5 p.m. on New Year's Day. As a result she was driven out of her course and stranded. Fortunately all the passengers were brought safely to land.

Two other strandings are reported, both from Kushiro, in the Hokkaido. Owing to a strong wind that prevailed on the night of January 1st two steamers, the Michi Maru (1,384 tons), of the Tochiiki steamship company and the Nagoya Maru (948 tons), of the Nagoya steamship company, dragged their anchors and stranded; the former on the foreshore of Bettō and the latter at Masago-cho. The Michi Maru is reported rather badly damaged.

A Nagasaki message says that the Tenko Maru, chartered by the Osaka Shosen Kaisha, which was on her way to Moji from Java, with a cargo of 5,400 tons, ran aground at Kinyeshima off Goto, Nagasaki prefecture, on the 31st ultimo at 1 a.m. On application from the Governor of Nagasaki prefecture, the Sasebo Naval Station sent a warship to assist in getting her off.

Business and Official Notices

(Continued from Page 20)

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with the aim of maintaining the principles of autonomy within her frontiers and of imposing them with her military power in countries where they had either disappeared or did not exist but also with the aim of economic conquests.

"The place in the sun which Germany claimed was nothing but a place, which already belonged by right to other people and which Germany desired to appropriate by force. We all now know well this place in the sun signified the extension of the German Empire, hidden under the name of Middle Europe, (Mitteleuropa), through the whole of South-eastern Europe and Asia Minor, right up to the Gulf of Persia. The absorption of the Austro-Hungarian Empire, the Balkan States, and the Ottoman Empire in this military, political, and economic system was the principal aim of this war. The celebrated Berlin-Bagdad—or, to speak more correctly, Hamburg-Bagdad—railway was to be, so to say, the backbone of this.

"It might be supposed that on this coveted route—which is named the road to the East, although it is rather the road to the Southeast—Germany would find a unanimous opposition in the defense of all the States whose existence was menaced by the Pan-Germanic plans, but it was not so. The very interior composition of certain of those States, in which national minorities oppressed politically and exploited economically the majorities—Austria, Hungary, and Turkey—led them to join in the German plan so as to be able to maintain these privileges.

"Or, as was the case with the Bulgarians, they accepted the plan with the sole aim of procuring a relative hegemony over their Serbian, Rumanian, and Greek neighbors, even at the price of an enslavement under the heel of Germany.

"Others, such as Serbia and later Rumania and Greece, well understood that this struggle was for them one for their national life or death and defended by their military forces their place in the sun which Germany dreamed of wresting from them.

"Today we know well what will be the issue. Beaten, Germany sees that her Berlin-Bagdad dream has disappeared forever. The Serbian troops, in expelling Bulgaria from the war and by reconquering their country, have cut this famous railway line.

"On the side of the Allies it has been clearly seen that the future peace of the world depends not only on the military defeat of Germany and adoption of democratic principle of government by the German people, but also by a sort of political reconstruction of Southern and South-eastern Europe which will, once for all, put an end to German ambitions of conquest in these countries. This reconstruction, carried out according to the principle of nationalities and the self-determination of peoples, signifies the creation of a chain of independent States around Germany to the south and east, which will constitute a barrier to the push of Germany: Poland, Czech-Slovakia, Rumania, (enlarged by the addition of Transylvania and the State of the Serbs, Croats, and Slovenes created by the union of the Serbs of Serbia and Montenegro with their brothers in race inhabiting Austro-Hungarian territory) and, finally, the union to Italy of the

all the nations which live on the line.

"What is most important is that this great artery of the future, the shortest between France, the Balkans, and Southern Russia, and which will avoid German territory, exists so to say, almost in its entirety. For leaving Bordeaux by Lyons, Turin, and Venice, or from Paris by the Simplon and Milan, it is completed as far as Belgrade in Serbia.

"There only remain to undertake certain shortenings and to introduce the necessary unity and uniformity. The only problem is the construction of a direct line between Belgrade and Turnu Severin in Rumania along the Danube—about 130 miles—and the construction of a direct line between Bucharest and Reni in Bessarabia, a matter of 150 miles.

"The new political frontiers which we are going to establish in Europe will have as their natural consequences a new current between Western and Eastern Europe to which I have referred above, and I believe that the proposed artery of traffic will come of itself.

"The real means of communication between Middle Europe and the Near East ought to be by river and by sea, and this line should only complete and links (the parts which are wanting) of the sea, controlled by England such as the Suez Canal. To drain the riches of the East and to send to it in exchange her industrial products, Germany must utilize the great waterways—the Danube and the Black Sea. (Thus when we speak of an antidote to the Berlin-Bagdad

use of toward Serbia, on whose territory the canal is constructed, and Rumania, have practically cut off Serbia from the Black Sea and put her at the mercy of Austria-Hungary. As regards Rumania, which was also a victim, she at least was able to utilize the route from the Black Sea to the Mediterranean, though the exit through the Dardanelles was closed to her, as to Russia, in time of war.

"What must be done, then, to liberate these countries from the claws of Austria and Germany and give them a viable economic situation is, to begin with, to accord to Serbia the part of the Adriatic coast which belongs to her ethnically—Dalmatia—to which will run at least two railway lines connecting it with the Danube. First, Belgrade-Agram-Zagreb-Plum, with a branch line, Zagrabiach-Trieste; second, Kladova-Nish-Serajevo-Splavet, with a branch line, Serajevo-Cattaro.

"The first of these is a single track line of normal gauge which could easily be transformed into a double track line. The second is in part narrow gauge, and it would have to be transformed into a normal gauge line. A series of transversal feeder lines complete, or could complete, the main lines.

"As concerns the Danube, which is one of the greatest rivers in Europe, there is one thing to be done, and that is to render it really free. The Iron Gates, seized by Austria in 1878, should be liberated and left to be exploited by the Serbian

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- I. BEETHOVEN:—Trio E major, No. 4 for Clarinet and Violoncello and Piano.
- II. MOZART:—Quintette A major for Clarinet, 2 Violins, Violoncello and Viola.
- III. TSCHAIKOWSKI:—String Quartette No. 1 D major for 2 Violins, Viola and Violoncello.

SECOND CONCERT

Wednesday, January 22nd

Jewish Programme

- I. ROSOVSKY:—Fantastic Trio for Violin, Violoncello and Piano.
- II. TO THE WEDDING:—for Solo Clarinet.
- III. (a) LWOFF:—Oriental Melody
- (b) ZIMBALIST:—Jewish Dance, for Violin.
- IV. GOOROVITCH:—Kol Nidrei, by Sextette.
- V. GNESIN:—Jewish Variations for String Quartette.
- VI. ROSOVSKY:—Chasidic Melody for Viola.
- VII. BRUGH:—Kol Nidrei for Violoncello.
- VIII. KRAIN:—Souhette by Sextette.

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Last Concert on Saturday, January 25th

President Wilson's 'Salad Days'

The English Review prints a description of the President when he was a student, written by Edith G. Reid, who knew him in those early days. It is a little sentimental, the description, but it serves to illuminate between the rifts in the fog of memory something of the character of the young man who later became Chief Executive of the United States.

"At one of our relaxed moments this autumn I was sitting with three or four old friends in my long drawing-room. It was late in the afternoon—the tea hour, when the heavy curtains had been drawn, the fire lighted, and, though Hoover's card stuck in the window, there was enough food for comfort with consistency. Our thoughts and voices had dropped to the point of fatigue, when some one remarked that Sargent was painting a portrait of Mr. Wilson. My memory went down the long years, meeting him gently, with a glow of the heart here and there, hearing his voice, remembering his vivid thoughts, until I came to the moment when I first consciously saw him. It was like taking up an old daguerreotype, and I wondered how Sargent's late portrait would compare with my early mental picture. Long I stayed with my friend that afternoon—long after the others had gone and my fire had smouldered. Would Mr. Sargent have the realising imagination to see back to the beginning and follow the thread of his life until it brought him up to the man of today? Certainly, if Mr. Sargent catches the spirit of his subject, the portrait will but emphasize the dominant note that was struck in his youth; for there has been a singular continuity in the life of our President. In the ideals and purposes of his life there has been no variation, neither shadow of turning. The tall young fellow, who carried his body with a certain diffident courtesy, never physically treading on your toes, was free mentally—there he led. I recall him as he came up, a graduate student, to the Johns Hopkins University, disabled poorly equipped with this world's goods, but too wholesome for that matter.

"Nothing and nobody in those early days could hold Mr. Wilson long from his life's quest. His spiritual and mental impulses were, in a sense, inspirations, and would sweep on past and over minor matters. He had not that quality so lauded by Americans—the quality of push—he was too scholarly for that; but there was a tremendous momentum in this young man that carried him from a simple student, with a very small haversack on his

back, his assets in his brain—carried him to the presidency of Princeton, to fight for the democracy of opportunity, to the Governorship of New Jersey, to force just government; to the Presidency of the United States, to hold steadily above a distracted world the scales of universal justice. As the smallness of his student's room mattered not at all, provided he could think and write, so the bigness of the White House, if he kept true to himself, is merely a vantage ground from which to do his work for humanity.

"My daguerreotype shows a tall young man, whose clothes—one has to mention his clothes—were put on with so obvious a desire to show due respect to the function that he was attending, with so little thought for himself. He would never have done for a tailor's advertisement; but though his clothes were too big for him, he was immeasurably too big for his clothes. That Georgia fellow proved so obviously that no amount of disregard to the anatomy of his victim could matter in the very least. Mr. Wilson was—he simply was. His kindly, humorous, intellectual, so young, but so full of power; his graciousness of manner, so full of consideration and with so little of condescension, showed plainly the hallmarks of his ancestry. Southern, Scotch, Irish American—he looked them all. Southern, by those dreadful clothes and gentle manners; Scotch, by his integrity; Irish, by his humor; and American, in being at once full of idealism and of practical common sense.

"Our acquaintance warmed into friendship, strange to say, at one of those functions devised, I believe, to show how cowed can become the spirit of man, how brave the spirit of woman—a big evening reception. Women ordered them, men attend them, because of some woman. We had been squeezed to the very wall of our hostess' party drawing-room and sank upon some mercifully left-over seats. The center of the room had become an arena, where the odds were up as to whether the untrained gentlemen waiters could successfully balance plates of oiled broiled oysters and chicken croquettes, and carry them deftly over the heads of the company, finally depositing them, charged with their perilous stuff, into the hands of their chosen fair ones. We, from our cozy corner, watched with keenest interest the heroes and heroines of this, to me, memorable evening. The company became merely a pageant for our delight. We wondered what it was all about

—whether the people had food at home, that they should struggle and suffer for it like that. We were both of us young then and wished to be very wise—I, gay, arrogant, undisciplined; he, very humble, for he was already in harness, and his fresh, creative mind bowed to wisdom. He studied his premises and weighed his conclusions. But the trivial only held him as the lightest of surface comedies; he quickly cut through them to the great problems of past, present, and future. The unessential held him hardly at all; but because of his humor, his talk was never ponderous; and also because of a certain vitalising quality that was his in a degree I have never known in any other person. He was subjective only inasmuch as he minded your praise and cared for your praise; for the rest, he was purely objective. The big problems of humanity consumed him; they were so much bigger than himself that he forgot himself. Never in the world was it truer of any one than of him that he had a vision, but that he kept his feet on the ground; and that makes the order of person who arrives and carries others with him.

"Mr. Wilson was not an individualist. It was not for the love of one child, but for the love of all children, that their problems concerned him. Not the problem of one favored and dear youth, but the problems of all youth, fired him; not the development of the South alone, but the development of his entire country, absorbed him. He saw things in large proportions, and his constructive imagination was not that of the adventurer or even the explorer; it was that of the pioneer, with the pioneer's dauntless courage—but caution. Beyond the felled forest and cut paths and dangers overcome he saw peaceful homes, and thrifty farms, and simple, unsophisticated schools, and pipes of little churches.

"From early youth he had his mind the ardent desire to show to his country what he read in the motives and accomplishments and feats of the Civil War. Southern by birth and breeding, he was never provincial—there was no muddling of mind and heart. He loved his country from east to west, from north to south, and looked out with clear eyes to the universal problems of the United States. A democratic university was his ideal. He felt that knowledge led to wisdom, and wisdom to righteousness; and that was a road which all who would should be able to take without handicap, and so, with a carelessness of self-interest that was simply amazing, he struck mighty blows, that there should be no sign of 'Private Property' marked over this great highway. Only apparently was he defeated, for his strokes are still echoing and every college in the land has stopped and listened."

JAPANESE RUFFIANS GET 2 YEARS' PENAL SERVITUDE

But Execution Of Sentence Is Postponed And They Go Scot Free

Seven young men, who recently attacked Mr. Murayama, former President of the Osaka Asahi, have been sentenced to two years' penal servitude. Sentence has been postponed for three years, which means that if the individuals are of good behavior during that time they escape scot free.

Commenting on the above, the Japan Chronicle of Kobe writes: All people are not gifted with facility in verbal expression, and those in whom it is lacking may feel that, however, the law may stand, their impediment deprives them of complete freedom of speech, so it is only fair that they should be allowed to express their feelings with a club. On no other grounds is it possible to find any explanation of the verdict in the disgraceful affair of which Mr. Murayama was the victim. Because the Osaka Asahi took a liberal and pacific view

of Japan's duties towards Siberia, which did not agree with the forward policy which appealed to the more bellicose of his countrymen, a gang of young blackguards set upon Mr. Murayama, the President of the Asahi Company, beat him, bound him, and used him as shamefully as any gang of highway robbers exhibiting their prowess on a helpless victim. Had he been a young and active man these patriots would not have dared to attack him. In such cases the defender of Japanese honor hires professional bullies known as *sakai*. It was so utterly impossible to find any legal condemnation for the assault that the Court had to find the ruffians guilty and sentence them to terms of imprisonment, and then it proceeded to postpone the execution of sentence—which means that they do not get punished at all.

We do not know what the Japanese press as a whole thinks of this performance. It gave Mr. Murayama little enough support. In fact, the chauvinists who run away with public opinion in Japan pitched into him from all sides—with the help of a Government prosecution for "violation of the Press Law"—and the result was that he and most of the staff under him found it advisable, for the sake of the "largest circulation," to resign. Whether the Court imagined that this was equivalent to a confession of the justice of the chastisement received is more

than we can say. The whole affair, however, is a sad exhibition of the weakness of the Japanese press, and a partial explanation of why, in spite of large circulations, it is looked upon by public men and has far less influence than its opportunities would warrant. The paper which helped in the hue and cry after Mr. Murayama do not seem to have realised that they were helping to destroy their own independence and influence and to put the newspapers under the control of any gang of bravos who take upon themselves to dictate its policy. Above all, the verdict shows that the Courts have very little conception of the gravity of the case.

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JAPAN PEKING DIPLOMAT HAS INTERESTING VIEWS

Says That Unless Japan Studies Foreign Opinion Mistrust Will Result

Mr. Yoshizawa, a Councillor of the Japanese Legation at Peking, has lately returned to Japan on leave of absence, interviewed by a representative of the Mainichi at Shinjohsaki, Mr. Yoshizawa said:

"Since this summer I have been in indifferent health, and I intend to recuperate at some hot spring resort for a few months. Prior to my departure for home, I waited upon President Hsu and had an hour's conversation with him on matters relating to peace, Sino-Japanese friendship and other topics. In the course of this interview the President pointed out the necessity of further promoting the friendly relations between the two countries after the war. President Hsu is a man of much learning and his noble character as well as his political ability is widely recognized among the Chinese. Although the Southerners now insist, for logic-chopping reasons, that Mr. Hsu should not be recognized as President of the Chinese Republic, it may be taken for granted that none of these objectors has any personal antipathy to him.

"With regard to the military operations of the Northern troops now going on in Shansi and Fukien provinces, the Peking Government maintains that they are necessary to suppress the South. The Southerners, on the other hand, maintain that they are an attempt to occupy strategic points. There is also a disagreement about the rendezvous for the peace conference. Although neither side shows a conciliatory attitude on this point at present, it is considered likely that the North will eventually concede the Southern demand, and the conference will be called at Shanghai in January. Even if negotiations are protracted a compromise will finally be reached.

"The revision of the Customs tariff has been under investigation since January last. The present Customs tariff was promulgated as far back as 1902, and therefore it is quite proper that it should receive some revision. Inasmuch as the draft of the revised Customs tariff, recently drawn up, has had the approval of the Powers, it will be published simultaneously by all the Powers concerned.

"The appointment of Baron Sakatani as Adviser on Chinese currency reform has been set between the Japanese and Chinese Governments. So far as formal procedure is concerned the consent of the Quadruple Syndicate may not have been obtained for the appointment, but the matter has virtually its approval. A reporter of the North China Star, of Tientsin, who misunderstood my statement, and who was informed by the British and American Legations that no formal approval had been given to the appointment, jumped to the hasty conclusion that the Quadruple Syndicate is opposed to it. It is anticipated that the official announcement of Baron Sakatani's appointment will shortly be made in Peking. It is not known whether the view of the Baron will be adopted by the Chinese Government in toto, but it is hoped that the achievement of the task before him, which is certainly a very difficult one, will confer immense profit not only upon China herself but upon the Powers interested in China.

"Adverse criticisms of the appointment of Mr. Obata as Japanese Minister to China have found their way into the columns of English papers in China, and I am not in a position to offer any opinion on these writings. So far, however, I must say that although these foreign criticisms are not entirely free from prejudice and abusive remarks, they may yet stand Japan in good stead in formulating her future policy towards China. In dealing with China hereafter it is important for Japan to take into due consideration the views of other peoples interested in China. Unless Japan makes special endeavors to keep in touch with Foreign Powers and establish a full understanding with them it is to be feared there will be no end of foreign criticisms indicating mistrust of her motives."

Provide Extension For Tokio German School

'To Transplant Teuton Civilization Is Of Utmost Importance' Says Dr. Nukata

The question as to whether the Daitosugaku Kyokai Gakko (German Learning Society School) in Tokio, the only school of Middle School grade in Japan the principal feature of which is the teaching of German, shall be closed, has been attracting much attention in educational circles not only in Tokio but throughout the country. The number of students of this school has been reduced by one-third since the war, while the subsidy which the school used to receive from the German Government has long since stopped. It has thus been placed in a difficult position, and for a time there were rumors that the school would be closed and the building donated to the authorities. A few days ago Viscount Hirata, General Nagaoka, and other trustees of the school held a meeting to discuss whether the school should be closed or not. Ultimately the opinion prevailed that, far from the school being closed, steps should be taken to extend the institution, which has had a long career, and it was decided to raise the necessary funds by public subscription.

In regard to the affairs of the school, Dr. Nukata, one of its trustees, is quoted by the Hochi as saying: "The school was established as long ago as 1881 under the Presidency of the late Imperial Prince Kita-Shirakawa, and as the result of efforts by the late Prince Katsura, Viscount Shinagawa, Viscount Aoki, and Viscount Hirata. The school has a long history, and has produced many prominent persons in various walks of life. It would be very unfortunate if the school were to be closed owing merely to the stoppage of the German subsidy; it would be a serious loss to the State.

"The school has no connection whatever with the German Empire. The German Empire may be destroyed, but not the German people. The civilization of their race is in a very advanced state, and to transplant it to Japanese soil is of utmost importance to the nation. Not only will the school be maintained, but it will be extended so as to include higher courses of study."

It may be added that Dr. Nukata is a physician who has studied for many years in Germany.

SERVICE DOLLAR FIXED BY HONGKONG TREASURY

Standing Rate Will Be 2/- To The Dollar, Thus Removing Serious Hardship

At the eleventh hour, perilously near the twelfth, the long-standing grievance under which service men in Hongkong have been laboring for a long time now, has, ostensibly as a New Year Gift, been redressed, says a Hongkong exchange. This has been effected by the Treasury, or other responsible department, realising that the existing rate is much too high at which to pay the service men, and it has now been changed from January 1, 1919, so that up to 1900 per annum is to be paid at 2/- to the dollar, and emoluments in excess of that amount will be paid, 50 percent at 2/-, and the balance at the current rate of exchange.

Under The Evening Star—By Charles Henry-Hirsch

(Translated by William L. McPherson for the New York Tribune)

Here is an idyll of the war—tender and fragrant. It has an exquisite simplicity and restraint. And it is written by a man of letters, whose forte is sophistication, of rather than simplicity.

Charles Henry-Hirsch is not one of the younger group of French short story writers. He has been publishing fiction since 1881, and is distinguished for precision in style as well as for imaginative subtlety. This story, however, is delightfully natural in form and feeling.

They were seated side by side on the beach. She plunged her hands in the sand as she talked and let the grains trickle through her fingers. The boy was a sheet of light, spreading toward the glowing and reddening west. A band of clouds, irregular in shape, formed on the horizon a pathetic outline of domes, towers and steeples, eclipsed by a wall of pearl gray vapor. The breeze came in from the sea, just strong enough to flatten the young girl's white silk costume against her arms, shoulders and breast.

To him, who had just left the war behind him and who was about to be swallowed up by it again within a few days, the setting, its calm, the voice which came to him out of the clear depths of the other's soul—all seemed unreal. He looked and listened, confused in his sensations of happiness, not knowing whether it was truly for him that those words were taking shape—words of a singular quality of tone, pure as the air, words which he wished always to recall. They had the fresh perfume of a youth protected by modesty. When a phrase had come and gone the silence seemed still to vibrate with it.

The young man didn't dare to break that silence in spite of the eager impatience of his heart. Then the young girl asked him some question, with a smile. Or she began to talk once more, yielding to the attraction of certain words which revealed her mind, but which neither her parents nor her best girl friend would ever have heard her use as she was now using them. Their facile outpouring surprised her, and it seemed to her at times that she was almost discovering herself when she uttered them.

Finally, because the grew silent and ceased to smile at him—beautiful, suffused with the tenderness which tinged the sky, a reflection of the enigma of the approaching twilight on her delicate face—he confessed the great happiness which possessed him.

"Never, nowhere, have I been as happy, mademoiselle, as I am now."

"Take care. We agreed."

"But you consented to our meeting, after three years of correspondence."

"I consented only when you pressed me to do so."

"Do you regret it?"

"I don't know how to make compliments."

"That is one, mademoiselle."

"An involuntary one, in any case. And you wrote me one day: 'Nothing ought to be involuntary.'"

"What a day that was. We were—"

With a gesture he waved away the hideous memory which would have peopled with dead men and with scenes of violence the little bay, on which the sun was sinking below the almost motionless waters. The breeze brought from afar the sound of a cannon shot, or another, of a third.

"I was going to recount to you an hour of war and they call me to order."

They listened. But nothing came in

from the sea but the rolling of the surf. She retained an expression of anxiety, each of her hands clenching the sand which it had scooped up.

"Aren't you afraid of catching cold?" asked the young man.

She shivered, as if he had touched her. Then she answered, quoting Verlaine:

"It is the exquisite hour."

In vain she talked of the dinner, of the guests who were now playing bridge, without giving even a glance at the sea. In vain he talked of other things. They were thinking each of the other, and that fact, which troubled them equally, quickly suspended their conversation.

The horizon was fading out. Under the yellowing sky the brown rocks emerged, enormous, from a scintillating green-gold surface. She was thinking that in a few days he would be looking at the ravaged country at the front, instead of all this quietude and splendor. At the same moment he exclaimed:

"And to think that it is necessary to go back there!"

Without a transition, he added:

"I have only you, mademoiselle—to whom I cling."

Letter by letter he had confided to her his whole life—all his ambitions, what sorrows had softened him, the maturity which had come to him through the rude trials of the war. He had sent his picture to his "dear godmother," in order to induce her, in exchange, to reveal a little of her outward appearance; her age, at least; if she were free, or merely the color of her hair. She had ended by agreeing that he should come to spend his furlough in this little bathing resort by the sea, to which he had addressed his letters to her the summer before.

"You should have prevented me from coming if you will not permit me to express the feelings which you—"

I beg your pardon. I make you think that I am a brute."

"What an idea!"

"But, yes, I could not go away without telling you—that I love you. There is too much of the romantic in our adventure. I dare not reproach you for that, since your kindness has made it worth my while to have been down there. However, when I am no longer here, won't you remember this evening with a little of the same emotion which masters me? I have loved the tender camaraderie of your letters, their indulgence, their spirit—that which they have carried to me—down there at the front—of the sense of motherliness and of youth. You couldn't even suspect the value of all that to an orphan like me."

"Today I am sure that I loved you from your very first letter. I have loved you with all that is in me—with a love, ardent and respectful, which can no longer be silenced. I beg you,

mademoiselle, listen to me. My love cannot offend you. It seemed to me at the front that I was enduring everything in your defense. And I didn't know your age, your station or even what you looked like. But I read into your heart, and you unfolded your intelligence to me. You have surpassed all the images which I formed of you. You resemble them all a little. I see my ideal at last. I love you. I have written you that a soldier has no right to become engaged before the end of the war. I take it back. That is all I can say. If it is egoism—and I admit that is—I hold that one can tolerate a certain egoism in us who fight. Am I not right, mademoiselle?"

"Yes."

"Well?"

"I should like to give you an answer."

He looked her straight in the eyes. They unveiled themselves slowly. She believed that the falling night would conceal the happy smile in them, whose sweetness she could no longer conceal.

"I am afraid of catching cold," she said. "Shall we go in?"

"Because of the disappointed look on his face she insisted:

"Get up and help me!"

"Oh! Pardon me!" he said, apologetically.

"When he had pulled her to her feet she did not loosen her hands from his, and drew him gently toward her.

"You see, my father is on the terrace of the villa. He is looking at us. And I tell you that I am infinitely happy that you love me, Pierre."

"Mademoiselle!"

"You may kiss me. Papa will say nothing. He expects it. Mama would be with him if there were not a game of bridge. They knew that you would kiss me, perhaps, on the rising of the first star. It has risen."

"I love you."

"I am not at all romantic, am I?"

"I adore you."

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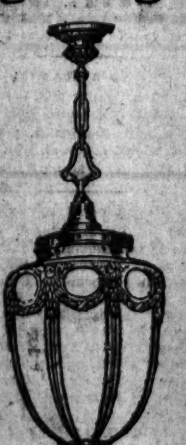
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Shanghai, January 11, 1919.
Money And Bullion
Sovereigns: buying rate.
⑤ 5/1=Th. 3.93
⑥ exch. 72.4=Mex. \$5.43
Gold Dollars: Bank buying rate.
⑦ 121=Th. \$2.64
⑧ 72.4=Mex. \$114.14
Mex. Dollars Market Rate: 72.5
Shanghai Gold Bars: 978 touch Th. 257
Copper Cash: per tael 1830
Native Interest: Th. 10

Latest London Quotations
Bar Silver: 48.50
Bank Rate: Discount 5%
Ex. Paris on London: Fr. 25.92
Ex. N.Y. on London: T.T. \$4.761

Exchange Closing Quotations
London: Demand 5/11
India: Demand 5/11
Paris: Demand 664
New York: Demand 121
Hongkong: T.T. 641
Japan: T.T. 421
Batavia: T.T. 2571
Singapore: T.T. 491

Banks Buying Rates
London: Demand 5/2
London: 4 m/s. Cds. 5/21
London: 4 m/s. Docy. 5/21
London: 6 m/s. Cds. 5/4
London: 6 m/s. Docy. 5/41
Paris: 4 m/s. 692
New York: o/d Docy. 1251
New York: 4 m/s. Docy. 1251

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For Roubles
Roubles 1210 = Th. 100
Roubles 100 = Mex. \$10.50

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HK. Th. 3.32 @ 5/11
1 @ 1.50 Mex. \$1.50
1 @ 5/11 France 7.40
0.71 @ 1211 Gold \$1
1 @ 421 Yen 2.61
1 @ 15 Rupees 4.26
1 @ Roubles

Stock Exchange

Transactions

Shanghai, January 11, 1919.
TODAY'S QUOTATIONS
Official
S.M.C. 5% Debts 1914 @ Th. 72.00
Kunyang Cotton Th. 15.25
Shanghai Lends Th. 69.90
Ayer Tawah Th. 59.00
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Head Office: Peking.

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YOA YU, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital: \$15,000,000

Reserve Funds: \$15,000,000

Sterling £1,000,000 @ 2s. \$15,000,000

Silver: 19,500,000

Reserve Liability of Proprietors: \$15,000,000

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G. T. M. Ekins Esq., Deputy Chairman.

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Russo-Asiatic Bank

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Reserve Fund: 26,900,000 Roubles

Capital contributed by the Chinese Government: 2,500,000 Roubles

Reserve Fund: 1,750,000 Roubles

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Paris office: 9 Rue Boudreau

London office: 64 Old Broad Street, J.C. 2.

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Paid-Up Capital: \$12,270,800.00

Reserve Fund: \$1,298,552.00

Special Reserve Fund: \$1,898,935.68

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Over The Hurdles To Peace At The Versailles Meeting

Sea Power And Other Problems That Will Vex The
Conference And Force It To Step Warily

By Frank H. Simonds
(New York Tribune)

The approach of the hour when the representatives of the various nations which have, for more than four years, been at war will meet at Versailles to frame a document restoring peace has served to concentrate the attention of the world upon the possibilities and the probabilities of what must prove the most momentous international assembly since the Congress of Vienna. And yet, despite the intensity of world interest, the problems and the difficulties which must be surmounted are as yet little understood, particularly in the United States. A Recognized German Government?

We have had since November 11 one of the most dramatic and astounding pageants in all human history. We have seen the surrender of a great nation on the battlefield, followed by the swift revolution within that country which has swept away all the old landmarks, all the familiar forms of government. And while the great enemy, Germany, was surrendering and transforming itself, Austria-Hungary has resolved itself into a chaos of races. At the moment when the discussion of peace is imminent we are not in the least certain that we shall have in the case of the two larger nations with which we have been at war any recognized government, speaking with the sanction of the German people, or any conceivable group of representatives, collectively speaking for what was a month ago the Hapsburg Empire.

And this is the first and greatest obstacle which lies in the pathway of the Versailles congress. If Germany shall now eschew Russian pathways and find swift and satisfactory methods of restoring domestic tranquillity and attaining such governmental unity as to enable her to send to Versailles delegates authorized and capable of binding the German people to the agreements there made, the undertakings in the way of territorial cessions and financial reparations, then the task will be simplified. But what evidence have we yet to warrant belief that this will be possible? Moreover, if it is not, how can we, in fact, achieve peace with our recent enemy at Versailles?

In the past the beaten nation or coalition of nations in the great wars of history have survived with their national integrity undisturbed. France, after 1870, changed from an empire to a republic. But the representatives of the Third Republic spoke with full and unquestioned authority, their signatures to the preliminary armistice and the definitive document of Frankfurt were honored by their countrymen and unchallenged by their foes. Napoleon abdicated at Fontainebleau

ing our armies into Germany to restore order and reorganize the nation against its will. This is the problem now before us in the case of Russia, and it seems very far from solution.

Such, then, is the first great obstacle in the pathway of those who are to meet at Versailles. Nor is it less clear that even though Germany presently achieve national political reintegration, such reintegration as permits her to send representatives to Versailles able and authorized to speak for a people and nation itself capable of observing the decisions accepted by its representatives, there is bound to be a very considerable loss of time. So far from a prompt settlement and a speedy signing of a treaty of peace, the best hope must be that, after serious delays, but without temporary adjournment until a new German revolution has passed, Germany will be able to send delegates having the same potentialities as those of Britain, France or the United States.

The Second Great Obstacle

So much for the first obstacle. But there is a second only less imposing. At Versailles two things are to be sought, and they are by no means easy to harmonize. We, the conquerors of Germany, are going to impose upon Germany the sentence of the civilized world. We are going to make her pay for her crimes in two ways. We are going to deprive her of certain provinces inhabited by people who are German, not by their own wish, but by the decision of the sword in the past. We are going to free the Danes, the Poles and the inhabitants of Alsace-Lorraine. In addition, we are going to compel Germany to pay anywhere from \$10,000,000,000 to \$20,000,000,000 as reparation for wanton injuries done in defiance of the accepted rules of war.

This is one number on the program. But in addition we, with the Germans, are to frame a new international system, a League of Nations which is to regulate all international relations in the future, serve as a superstate, with police power and with many other powers over the whole body of nations, such as have heretofore been exercised only by the central government within separate states. And unless Germany is a willing and sincere partner in this enterprise the League of Nations will be a failure, for its success must rest upon its universality. With Germany out, it is no more than a perpetuation of the existing alliance against Germany. Moreover, Germany may easily, if the Reds gain control, join hands with the Russian Reds, and then we shall have the old situation of rival alliances once more.

Now, much of this is familiar ground. There is nothing new about the League of Nations, and after a long and exhausting general war men have before sought some insurance through international combination. Thus when Napoleon was defeated the sovereigns of Europe combined in a Holy Alliance. They united against what they conceived to be the peril to peace of their time, namely, republican ideas. They included France in the alliance because they were able to place of themselves, a duly authenticated King, upon the French throne.

How France Was Won Over

But in facing the same difficulty that must now be faced again the conquerors of Napoleon were far more logical than the victors of the present hour. They desired to prevent a new outbreak like the French Revolution with its twenty-odd years of consequent wars. But they realized that this would be impossible if they undertook to write a treaty which imposed upon France any such burdens as would awaken permanent resentment in the minds of the French people. Therefore they sacrificed their claims against France in the main, giving the French people almost complete immunity from punishment as a bribe to win them to the new order.

Actually, the situation was this: For more than two centuries French armies had overrun Europe, making war in foreign countries, enslaving the subjects, requisitioning the funds. The revolution, and Napoleon after it, had made war at the expense of the enemy, and France was free from debt at the hour when the Emperor abdicated. Here was a clear warrant for indemnities, a clear chance for retributive justice, but the conquerors deliberately put it aside. They deprived France of her conquests, they restricted her practically to the limits of 1789, but there they left it, and the additional burdens placed upon the nation after Napoleon had returned and regained power, only to fall at Waterloo, were, in fact, insignificant. Treaty Stood The Test Of Time.

The result was that France, for the moment accepted Louis XVIII and the Bourbons. No permanent resentment was engendered against the conquerors of Napoleon as a result of the treaty of peace. In due course of time France upset the Bourbons, then the Orleanists, returned to the Bonapartes and then exiled Napoleon III, but the only modifications of the territorial arrangements of the Napoleonic settlement, so far as France was concerned, were the acquisition of Savoy and Nice by vote of the inhabitants and the loss of Alsace-Lorraine by conquest. The Holy Alliance was a failure, because it was an effort to turn back the tide of human progress, but the treaty its founders framed with France stood the test of time.

Now it would be conceivable that should the victors of the present war follow the example of those of a century before, remit to Germany their just claims for indemnities, content themselves with taking for France Alsace-Lorraine and distributing the loot of Alsace-Lorraine, they might successfully establish some orderly regime in Germany and, in negotiating with a League of Nations, remember, I am not for a single moment suggesting this as a right, just or proper

course. On the contrary, it would be, in my judgment, be singularly inequitable and intolerable. But if the League of Nations is the chief concern of the Peace Congress this would offer a way, and I think the only conceivable way, of bringing Germany into it.

If, by contrast, we proceed to frame our demands and impose them upon Germany, Alsace-Lorraine, Schleswig, Prussian Poland, with Danzig, the German colonies and an indemnity of ten to twenty billions, in what spirit will the German people be with respect to a League of Nations, organized by their enemies who have just imposed upon them this terrific sentence? And granting that Germany succeeds in establishing some sort of government which sends duly authorized delegates to Versailles, will that government be able to obtain ratification of its treaty from the German people, or will it and the treaty both be repudiated?

A Separation Of Objectives

As to my mind, is the fatal dilemma which grows out of the combination of two wholly dissimilar objectives at Versailles. It was the dilemma faced by the conquerors of Napoleon, who were as eager as are the victors of today to get some insurance against the terrible convulsion which had shaken Europe, for fifty-two months, but for twenty-two years, they agreed to separate the two objectives. They made prompt peace with France in the Treaty of Paris, and in this treaty they deliberately surrendered their own material claims against France that France might not be left in a state of anarchy and ending resentment which would make a new war almost inevitable.

Having done this, they went to Vienna and there, in a real congress, undertook the reorganization of Europe and of the international relations of the world which was expressed in the Treaty of Vienna, for by subsequent agreement made between kings, at Vienna France appeared as an equal, and, represented by Talleyrand, soon reasserted her old influence in European gatherings. The decisions made at Vienna were an abandonment of the old, the seeds of untold wars and revolutions, but this does not lessen the strength of the argument that only by the separation of the two objectives could any agreement have been made, and had the Vienna document been as good as it was it would not have been possible if the victors of 1814 and 1815 had pursued toward France the course we are bound to pursue toward Germany.

To Make Germany Pay

In war and in peace, in all human relations, it is equally essential to fix upon the objective. Is the Versailles gathering to be a gathering for the purpose of compelling Germany, at last conquered, to make just restitution and reparation for past sins against humanity? To make her repay to the French and Belgians what she has stolen, and destroyed? Or is it to be a gathering to frame a treaty which does these things, and we have the power to enforce this repayment, however long and intricate may be the procedure. We have liberated French and Belgian soil and reclaimed Alsace-Lorraine; the German colonies are in our hands, as is the German navy and the weapons of the army. We are occupying the left bank of the Rhine and we can continue to occupy it until Germany pays up, just as German soldiers stayed in Eastern France until the indemnity of 1871 was paid.

Danger In The League

But if our first objective is to reorganize human society, international society, by creating a League of Nations to which all peoples willingly surrender the right and the power to settle their international differences, an organization which in the nature of things will be a guarantor of things as they are, of the map made at Versailles, of the surrenders made by Germany—will Germany, bleeding from the wounds of settlement, made in accordance with justice, be so sure a willing member of any such association, or surrender, save for the time and by language alone, her freedom of action? Will she not do as Prussia did after Tilsit—submit, but circumvent?

More than this, if, for example, certain nations the number of those associated with Germany go to Versailles with the view that seeking reparation and restitution must be the chief objective and others go with the belief that reparation and restitution are less important than the creation of the League of Nations, will there not be a split between the victors in this war, and will not the Germans be able to make use of this split, naturally allying themselves with those who seek to promote the League of Nations rather than the claims for restitution and reparation?

And if such a divergence of objectives occurs, it seems to me inevitable that the United States, which has suffered no material injury of consequence and is therefore least concerned for itself with any claim for restitution or reparation, will be most likely to drift toward a community of action with the Germans in the furtherance of the scheme for a League of Nations at the sacrifice of the claims for reparation to Britain, France and Italy, as well as Belgium and Servia.

Settle With The Enemy First

The result may easily be chaos at Versailles, an extension of the sessions through weeks and months, to the utter disorganization of the business of the world and the perpetuation of conditions out of which anarchy may grow. Such delay, too, would be to the German interest, for it must be German policy to postpone to the last possible moment any passing of sentence upon her which will compel her to make payment. If she could achieve a permanent separation of the Allies, growing out of the different values placed upon reparation and the

League of Nations, then she might escape altogether.

The addition to this tangle, it seems to me, must be sought in the separation of the two functions of the Versailles congress. If the first business be the settlement with Germany, the settlement which alone can free the French and Belgians from the intolerable burden placed upon them by German deeds of destruction, then we shall achieve peace, we shall close the war as it should be closed, and the way will be clear to the creation of a League of Nations. But if the terms of peace are left to be the trading ground for German adhesion to a League of Nations, we shall get nowhere and Germany may be able to escape from the costs of her crimes, while the French and Belgian populations, left without compensation for their misdeeds, will be hurried along the road which leads to Bolshevism.

To impose peace terms upon Germany is a simple business, for the things which the Allies mean to do are all clearly established and are undeniably the basis of the Versailles settlement. The only single point which can be debated is that of the size of the money payment to be demanded of Germany, and that can be agreed upon promptly. When the congresses assemble at Versailles the Allied terms can be ready, they can be presented to Germany, and German acceptance can be made the condition upon which the next problem will be faced, the problem of the organization of the League of Nations.

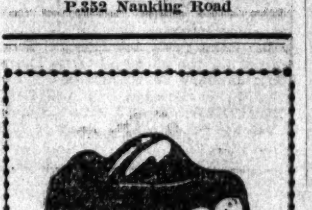
Britain Will Not Yield On The Sea. But no one should mistake the opportunities which the Germans will have to break up the unity of the Allies. The Congress of Versailles, with no clear program in the minds of the Allied representatives and no well defined understanding as to which comes first, the settlement of the present war or the prevention of future wars, Talleyrand had the Congress of Vienna by the ears in no time, although he represented a beaten France and had been barely a year before the agent of the abhorred Napoleon. Surely Prince von Bulow, if he is called upon to perform the task for which he has been preparing for four years, will have a hardly less attractive opening.

To take, for example, a single ques-

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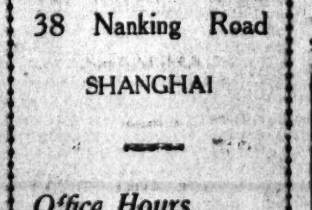


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tion, that of the freedom of the seas. This either means some sort of international understanding which will limit the operations of the dominant sea power in time of war or it means nothing. If it means the former, then it will unquestionably be opposed by the British and supported by the Germans. Sea power used without regard to international law as written before the era of the submarine and in defiance of the rules of blockade, which were based upon the conditions of sail navigation, has defeated Germany and saved the world, quite as much as Great Britain, from German domination.

Such being the case, it is certain that the British nation will not, whatever might be the case a generation hence if the League of Nations shall demonstrate its efficiency, yield in any degree that power which alone has proved its salvation. But if Britain refuses and Germany accepts a proposal coming from President Wilson, what will be the effect upon American representatives at Versailles; what will be the effect upon the whole Congress if the questions of reparation and restitution remain unsettled while the Congress divides over the freedom of the seas?

Even Utopia May Be Intolerable

I think every one of any humanitarian sympathies hopes to see evolved at Versailles some form of international agreement which may prove the framework of a true League of Nations, and a real guarantee against international misunderstandings, which culminate inevitably in wars. The danger which is apparent to many today is the danger that is disclosed in the inevitable confusion which will result if, before the present war is liquidated, the conditions of a future international association become the cause of dif-

ferences, debate, estrangement, between the nations who have won this war only by seeking a common end by unity of thought and of action. But if the condition, and the only condition, of a League of Nations be to make a peace with Germany which will make the victims of German aggression and violence in the past four years bear the eventual burdens of that aggression then it seems to me that the price is too high. And the danger is very real. Nor is there less danger that we may be brought to the position of seeking, to lessen the effectiveness in Britain's hands of the one weapon on which our victory in this war depended, namely, the British navy, operating without regard to conventions, regulating the "freedom of the seas."

Even Utopia would be intolerable if in it only the red-handed murderers were to have immunity from the consequences of their recent crimes merely because he had changed his name or his employer. More than this, we hear much today of a "healing peace," and certainly every good hope that we shall have this blessing. But even a healing peace must be designed first to heal the wounds of the innocent victims before it strives to cure the wounds of those who were injured seeking to murder their neighbors. And if any one is to be healed to death, to follow the figure of speech, it certainly should not be the women and children of France and Belgium.

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"THE THREE VENGEANCES"

Now the Count works out with dramatic action

his vengeance on three conspirators who were

responsible for his imprisonment in earlier days

British Gazette — PATHE'S — Annals of the War

AMERICAN WAR NEWS

Lonesome Luke — IN — "The Big Idea"

Lonesome Luke — IN — "The Big Idea"

This quaint comedian in one of his best

films — a picture every one will like.

COMING — SHORTLY

ANTONIO MORENO

IN — (The Hero in "The House of Hate") — IN

"THE SON OF THE HILLS"

Tonight 9.15 p.m.

Gist-Dorothy and Owen Moore

in

"Susan Rocks the Boat"

Matinee Today 3 p.m.

"Who is No. 1?"

The Final Episode

Baby Mar e Qsbo" ne

in

"Little Mary Sunshine"

Business and Official Notices

RAILWAY HOTEL, SOOCHOW

A first-class Tourist and Residential Hotel in Soochow

The proprietor assures everyone that no effort will be spared to ensure the comfort and satisfaction of visitors. Airy, large comfortable rooms, fitted with electric lights, fans and stoves, with bathroom and veranda attached.

Municipal Notification

No. 2565.

Nieh Chih Kuei Public School for Chinese.

The Council is prepared to receive applications for the post of temporary Assistant Mistress in the Nieh Chih Kuei Public School for Chinese.

Pay for a trained and certificated Mistress Tls. 165 per mensem, for an untrained and uncertificated mistress Tls. 135 per mensem.

Applications should state age, nationality, qualifications, and experience in teaching, etc., and should be forwarded, together with copies of testimonials and certificates, to the undersigned forthwith.

By order,

N. O. LIDDELL,

Acting Secretary.

Council Room,

Shanghai, January 8, 1919.

DAHLIA

Six New Sorts

Cactus, Peony, Decorative, Collarette, Pompon, Single.

Best Mixed per

10 bulbs \$ 3.50

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(Postage included)

Only Money Orders of the Chinese

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and

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GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Jan. 15	—	Vancouver	Nanking	Br. R. D. & Co.	Am. C.M.S.S. Co.
Jan. 16	—	San Francisco	Arabia Maru	Jap. O. S. K.	Am. P.M.S.S. Co.
Jan. 18	—	Tacoma, etc.	Venezuela	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Jan. 18	—	San Francisco	Empress of Japan	Br. R. D. & Co.	Am. P.M.S.S. Co.
Jan. 19	—	Vancouver	Stanley Dollar	Br. R. D. & Co.	Am. P.M.S.S. Co.
Jan. 20	—	San Francisco	Harold Dollar	Br. R. D. & Co.	Am. P.M.S.S. Co.
Feb. 2	—	Seattle, etc.	Katori Maru	Jap. N. Y. K.	Am. C.M.S.S. Co.
Feb. 11	—	San Francisco	Tenyo Maru	Jap. N. Y. K.	Am. C.M.S.S. Co.
Feb. 12	—	Vancouver	Empress of Russia	Br. R. D. & Co.	Am. P.M.S.S. Co.
Feb. 23	—	New York via Panama	Bloemfontein	Br. J. M. & Co.	Am. C.M.S.S. Co.
Mar. 2	—	Tacoma, etc.	Africa Maru	Jap. O. S. K.	Am. C.M.S.S. Co.
Mar. 8	—	San Francisco	Shinryo Maru	Jap. T. K. K.	Am. C.M.S.S. Co.
Mar. 31	—	Seattle, etc.	Fushimi Maru	Jap. N. Y. K.	Am. C.M.S.S. Co.

FOR JAPAN PORTS

Jan. 15	—	Kobe	Mishima Maru	Jap. N. Y. K.
Jan. 15	—	Mojik, Kobe & Osaka	Takeshima Maru	Jap. N. Y. K.
Jan. 16	—	Nagasaki, Kobe & Yama	Chikugo Maru	Jap. N. Y. K.
Jan. 18	—	Mojik, Kobe & Osaka	Yawata Maru	Jap. N. Y. K.
Jan. 21	—	Nagasaki, Kobe & Yama	Kokura Maru	Jap. N. Y. K.
Jan. 22	—	Mojik, Kobe & Osaka	Omi Maru	Jap. N. Y. K.
Jan. 25	—	Mojik, Kobe & Osaka	Kumano Maru	Jap. N. Y. K.
Jan. 28	—	Nagasaki, Kobe & Yama	Yamashiro M.	Jap. N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Jan. 15	—	London	Tokyo Maru	Jap. N. Y. K.
Jan. 15	—	Marseilles	Goyo Maru	Jap. N. Y. K.
Jan. 20	—	London, etc.	Yamashiro Maru	Jap. N. Y. K.
Jan. 21	—	London, etc.	Kalomo	Br. J. M. & Co.
Jan. 25	—	London, etc.	Bennary	Br. G. L. & Co.
Jan. 31	—	London	Bombroshire	Br. Glen Line
Jan. 31	—	London	Roman Maru	Jap. O. S. K.
Jan. 31	—	Marseilles	Tajima Maru	Jap. N. Y. K.
Jan. 31	—	Marseilles	Sphinx	Fr. M.M.
Feb. 3	—	London, etc.	Porbus	Fr. M.M.
Feb. 10	—	London	Albatross Maru	Jap. N. Y. K.
Feb. 10	—	Liverpool	Telesias	Br. B. & S.
Feb. 17	—	London, etc.	Agamemnon	Br. B. & S.
Feb. 17	—	London, etc.	Nore	Br. P. & O.S.N. Co.
Feb. 17	—	London, etc.	Albatross Maru	Jap. N. Y. K.
Feb. 17	—	London, etc.	Glenavy	Br. Glen Line
Mar. 3	—	London, etc.	Novara	Br. Glen Line
Mar. 3	—	London, etc.	Glenfer	Br. Glen Line
Mar. 3	—	London, etc.	Albatross Maru	Jap. N. Y. K.
Mar. 3	—	Marseilles	Andre Labon	Fr. M.M.

FOR SOUTHERN PORTS

Jan. 12	—	Hongkong	Chicago Maru	Jap. O. S. K.
Jan. 12	—	D.T. Swatow & Hongkong	Hohow	Br. B. & S.
Jan. 13	—	Hongkong & Canton	Kaitong	Br. B. & S.
Jan. 13	—	Hongkong & Canton	Euador	Am. P.M.S.S. Co.
Jan. 13	—	4.00 Ningpo	Hsin Peking	Br. B. & S.
Jan. 13	—	4.30 Ningpo	Hsin Ningshao	Br. B. & S.
Jan. 14	—	4.30 Ningpo	Kiangnan	Chl. C.M.S.N. Co.
Jan. 14	—	D.T. Hongkong & Canton	Singao	Br. B. & S.
Jan. 16	—	D.T. Amoy, H'kong & C'ton	Sunung	Br. B. & S.
Jan. 19	—	D.T. Swatow and Hongkong	Yinchow	Br. B. & S.
Jan. 21	—	D.T. Hongkong and Canton	Sinkiang	Br. B. & S.
Jan. 22	—	Hongkong and Canton	China	Am. C.M.S.S. Co.
Jan. 23	—	D.T. Amoy, H'kong & C'ton	Suiyang	Br. B. & S.

FOR NORTHERN PORTS

Jan. 12	—	Tsingtao and Dairen	Kohoku Maru	Jap. O. S. K.
Jan. 12	—	10.00 W'wei Chefoo and Taito	Fengtien	Jap. B. & S.
Jan. 14	—	9.00 Dairen	Sakaki Maru	Jap. S.M.R.
Jan. 17	—	11.00 Tsingtao and Dairen	Kobe Maru	Jap. S.M.R.

FOR RIVER PORTS

Jan. 12	—	M.N. Hankow, etc.	Kwellee	Chl. C.M.S.N. Co.
Jan. 12	—	M.N. Hankow, etc.	Tatung	Br. B. & S.
Jan. 12	—	M.N. Hankow, etc.	Hwahlee	Chl. J.M. & Co.
Jan. 12	—	M.N. Hankow, etc.	Tuloo Maru	Jap. N. Y. K.
Jan. 12	—	M.N. Hankow, etc.	Kiangnan	Chl. C.M.S.N. Co.
Jan. 12	—	M.N. Hankow, etc.	Tungchow	Br. B. & S.
Jan. 12	—	M.N. Hankow, etc.	Suiyang Maru	Jap. N. Y. K.
Jan. 12	—	M.N. Hankow, etc.	Loongwo	Jap. N. Y. K.
Jan. 12	—	M.N. Hankow, etc.	Wuowong	Br. B. & S.
Jan. 12	—	M.N. Hankow, etc.	Kiangnan	Chl. C.M.S.N. Co.
Jan. 12	—	M.N. Hankow, etc.	Luenho	Br. J. M. & Co.
Jan. 12	—	M.N. Hankow, etc.	Singao	Br. B. & S.
Jan. 12	—	M.N. Hankow, etc.	Poyang	Br. B. & S.
Jan. 12	—	M.N. Hankow, etc.	Chungking	Br. B. & S.
Jan. 12	—	M.N. Hankow, etc.	Ngankin	Br. B. & S.
Jan. 12	—	M.N. Hankow, etc.	Wuchang	Br. B. & S.

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tatung, Captain C. C. Williams, will leave from the French Bund on Monday, January 13, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. Empress, Captain J. H. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer Hwah Lee tons 1,151 will leave on Monday, January 13, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Suwo, tons 2,671, Captain Gray, will leave on Friday, January 17, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnahan, will leave from the French Bund on Friday, January 17, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Nanking, Captain H. A. Wavell, will leave from the French Bund on Tuesday, January 21, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,925, Capt. Fenderson, will leave on Tuesday, January 14, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. Fengyang Maru, Captain S. Takano, will be despatched from N.Y.K. Mail Wharf on Wednesday, January 15, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Woosung, Captain F. Newcomb, will leave from the French Bund on Wednesday, January 15, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

day, January 15, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

WEIHAIWEI, CHEFOO & TSINGTAO.—The China Navigation Co.'s Steamer Fengtien, Captain McIntosh, will leave from the French Bund on Tuesday, January 14, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

LONDON.—The Steamer Borneo Maru, Captain Y. Ishikawa, will be despatched from the Co.'s Yangtzeppoo Wharf during January. The steam-launch conveying passengers on board will leave the Custom's Jetty at — on the same day. For Freight or Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Telephone No. 4234 & 4235.

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKOHAMA, SHIMODA & YOKOHAMA.—The Osaaka Shosen Kaisha's Steamer Arabia Maru, Captain I. Hamada, will be despatched on Thursday, January 16, through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's Jetty at — on the same day. For Freight or Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Telephone No. 4234 & 4235.

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKOHAMA, SHIMODA & YOKOHAMA.—The Osaaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on Sunday, March 2. Through Bills of Lading are granted to ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's Jetty at — on the same day. For Freight or Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central 4234 & 4235.

For Southern Ports

HONGKONG.—The Str. Chicago Maru, Captain T. Saito, will be despatched from the Co.'s Yangtzeppoo Wharf on Sunday, January 12, at — on the same day. The steam-launch conveying passengers on board will leave the Custom's Jetty at — on the same day. For Freight or Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central 4234 & 4235.

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The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

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Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunung, Sinkiang, Yingchow, Singao and Kaitong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

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Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

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For Colombo via Singapore and Calcutta	For San Francisco via Cebu and Honolulu
S.S. Santa Cruz Jan. —	S.S. Santa Cruz Mar. —
S.S. Colusa Mar. 12	S.S. Colusa May 1

Safety and comfort of passengers our first consideration. For information of freight or passage apply to

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SAILINGS FROM SHANGHAI (Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore and Port Said) arr. leave

BORNEO MARU (10,000 tons) Capt. Y. Ishikawa, Jan. 29 Jan. 31

ANDES MARU (15,000 tons) Capt. K. Saito, Feb. — Feb. —

ALPS MARU (15,000 tons) Capt. T. Yamaguchi, Mar. — Mar. —

FOR MARSEILLES (Via Hongkong and Singapore) During Jan.

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver via Nagasaki, Kobe, and Yokohama).

In connection with the Chicago, Milwaukee and St. Paul Ry.

ARABIA MARU (18,000 tons) Capt. I. Hamada, Jan. 15 Jan. 16

AFRICA MARU (18,000 tons) Capt. H. Yamamoto, Mar. 1 Mar. 2

FOR HONGKONG

CHICAGO MARU (12,000 tons) Capt. T. Saito, Jan. 11 Jan. 12

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KOHOKU MARU (5,000 tons) Capt. M. Tsubaki, Jan. 9 Jan. 12

FOR SOUTH CHINA PORTS and FORMOSA (Fuchow, Keelung and Takao).

KOHOKU MARU (5,000 tons) Capt. M. Tsubaki, Jan. 20 Jan. 22

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

For freight, passage and further information, please apply to—

H. SHIMAMURA, **OSAKA SHOSHEN KAISHA**
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T. K. K.

SHANGHAI BRANCH OFFICE

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Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

SIBERIA MARU For San Francisco	January 30
TENYO MARU For San Francisco	February 11
SHINYO MARU For San Francisco	March 8

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All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

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(10,200 TONS)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, YOKOHAMA AND HONOLULU

* S.S. "NANKING" JAN. 16th

* S.S. "CHINA" FEB. 9th

* S.S. "Nanking" does not sail at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "CHINA" JAN. 22nd

S.S. "NANKING" MARCH 11th

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For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles and England:

Tons			
MISHIMA MARU	15,000	Capt. S. Murasumi	Feb. 3
TAMBA MARU	12,500	Capt. S. Shioya	Jan. 29

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. I. Noma	Feb. 2
FUSHIMA MARU	21,000	Capt. T. Iizawa	March 21

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,000	Capt. H. Taniguchi	Jan. 14
KOKURA MARU	4,500	Capt. S. Ito	Jan. 21
YAMASHIRO MARU	7,000	Capt. Y. Nakajima	Jan. 28

Kobe and Osaka Line

TAKERHIMA MARU	4,500	Capt. R. Arakida	Jan. 15
YAWATA MARU	7,000	Capt. R. Arakida	Jan. 18
OMI MARU	7,000	Capt. R. Arakida	Jan. 22
KUMANO MARU	9,500	Capt. S. Saito	Jan. 25

Kobe to Seattle

ATSUTA MARU	16,000	Capt. K. Inatsu	Feb. 4
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FOR JAPAN

MISHIMA MARU	16,000	Capt. S. Murasumi	Jan. 15
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FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma	June 29
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FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. J. Iizawa	Mar. 2
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AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000		Jan. 22
KAMAKURA MARU	12,500		Feb. 19
TANIGO MARU	14,000		Mar. 26

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IZUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

November 20th, 1918, and until further notice

	Ex. Pass.	Local	Miles	Peking-Mukden Line		Local	Mail
	5.	1. R. S.				2.	4.
	1945	300	0	dep. Peking	arr. Tientsin	2200	1940
	1945	385		dep. Tientsin	arr. Mukden	1940	1940
	1941	610	84	dep. Tientsin	arr. Mukden	1940	1940
	1940	230	524	dep. Tientsin	arr. Mukden	1940	1940
		230					
Local	Mail			Tientsin-Pukow Line			Mail
5.	4.						4.
	1915	—	0	dep. Tientsin	arr. Pukow	1915	1915
	1915	—		dep. Tientsin	arr. Pukow	1915	1915
	1915	—	2.71	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	7.81	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	14.8	dep. Tientsin	arr. Pukow	1915	1915
	1915	—		dep. Tientsin	arr. Pukow	1915	1915
	1915	—	220	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	815	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	266	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	318	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	377	dep. Tientsin	arr. Pukow	1915	1915
	1915	—		dep. Tientsin	arr. Pukow	1915	1915
	1915	—	420	dep. Tientsin	arr. Pukow	1915	1915
	1915	—		dep. Tientsin	arr. Pukow	1915	1915
	1915	—	528	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	600	dep. Tientsin	arr. Pukow	1915	1915
	1915	—	681	dep. Tientsin	arr. Pukow	1915	1915
Fast				Shanghai-Nanking Line			Fast
6.							6.
	780	—	0	dep. Shanghai	arr. Nanking	1915	1915
	1450	—	193	dep. Shanghai	arr. Nanking	1915	1915
Yenchow-Tientsin Branch Line				Lüch'ang-Tsaochang Branch Line			
500	1350	1110	610	1250	2040	510	1410
108	1450	1230	550	1120	1880	680	1380

Business and Official Notices

SHANGHAI-NANKING RAILWAY Refreshment Contract

The Shanghai-Nanking Railway invite tenders for the supply of refreshments of all kinds to 1st, 2nd and 3rd class passengers on their trains, and in the Refreshment Room at Shanghai North Station.

Forms of tender may be obtained by reliable Refreshment Contractors on application to the Traffic Manager, and must be completed, sealed, and sent to the General Manager, Shanghai North Station, marked "Refreshment Contract" not later than January 25th, 1919.

By order,
THE TRAFFIC MANAGER,
Shanghai North Station,
January 10, 1919.

NOTICE

Bureau of Liquidation of the
Deutsch-Asiatische Bank, Shanghai

Under authority from the Ministry of Finance, Peking, I have this day handed over charge of this Bureau to Mr. A. G. Stephen.

S. E. LUCAS.

11th January, 1919.

NOTICE OF REMOVAL

The offices of the China United Assurance Society, Ltd., have been removed from the former address, No. 30 The Bund, to the ground floor of the new Extra Buildings, No. 21 Kiangse Road and Nos. 2, 4 and 6 Extra Road.

A. J. HUGHES,
Managing Director.

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The International Recreation Club

Official Meeting at Kiangwan

3rd, 4th and 5th, Feb., 1919

OFF DAY

8th February

Entries for the Official Meeting and 3 Handicaps and the International Recreation Club Steeplechase Cup for the Off Day close at the Club House, 126, Bubbling Well Road, at 6 p.m. on Monday, 13th January, 1919.

All entries to be addressed to the Clerk of the Course and deposited in the Secretary's Office labelled "Entries for the Kiangwan Races."

Entry Forms are obtained upon application to the undersigned.

By Order,

Y. S. DAY,

Secretary.

NOTICE

We have removed our Law Offices to Number 2, Kiukiang Road from and after this date.

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Notices will be found on
Pages 12 and 17

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Amusement Advertising
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Page 17

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20835 J.13.

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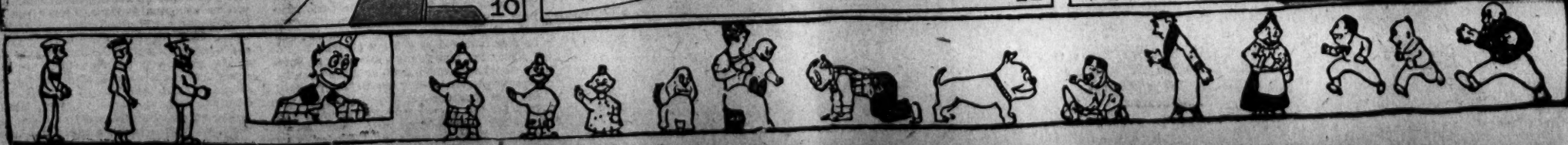
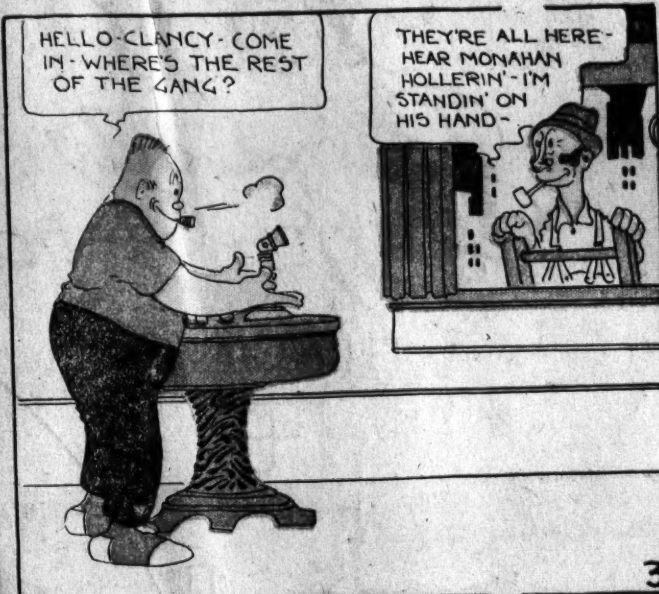
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Bringing Up Father



Character Furs By Lady Duff-Gordon



Back View of the Orange Evening Cloak, Showing Its Extreme Fullness.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York City, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon ("Lucile")

WRAPS no less than gowns should be character indicators. Furs are not merely furs. They are the furs worn by Madame This or Mademoiselle That. There permeates them the subtle essence of her personality.

The chinchilla coat shown on the lower left-hand figure is not merely a chinchilla coat. Worn by the figure it here enwraps it becomes a part of her personality. It is well worn, gracefully worn, which is part of the expression of the wearer. It is not a long, straight, voluminous coat, of the type of huge, bulky wraps that are generally collected under the term automobile coats. Observe how gracefully it is draped and note how it blends with the individuality of the wearer.

The orange cloak, with its collar and border of alternate stripes of sable and chinchilla, is a character wrap, not merely in the general sense in which we apply character to clothes. It is distinctive. It is more than that. Not only is it of itself unique and characterful, but it seems to belong pre-eminently to the wearer who is so fortunate as to possess it.

The wrap half reveals, half conceals, the gown of chartreuse chiffon that covers a lining of flesh-colored satin. The orange colored silk that composes the cloak is of a chiffon quality. It falls in full, transparent folds from the wide rolling collar of the curiously combined stripes of sable and chinchilla. Through what seems an orange colored shade gleams a green gold belt of the gown, clasped by the turquoise and violet ornament.

I show you here also the back of the cloak that you may see how full is the material, how numerous its folds. Likewise that you may see the individuality of the formation of the spreading, wing-like sleeves. Around the wrap extends a wide border of the mingled sable and chinchilla. The color effect is of almost barbaric richness. With it is worn a turban of orange colored silk, with a border of the fur, and further trimmed by a black plume.

Study the furs you see this season. Save for hopelessly cheap furs, or those worn by persons utterly lacking distinction, you will see that they are not merely furs, but the furs for the person who wears them. In no other item of dress is the character of apparel more apparent than in furs. This

is true of furs worn as garments, as extra wrappings or as trimmings.

The fashionable mink capes made of what seem innumerable pelts from the richly furred little animals are much worn—worn by those to whom they are suitable and others who are dwarfed and paled by them. Theoretically the mink is a friendly animal to the small woman. Being short-furred, his pelt should be especially decorative to her, whereas the long-haired furs, as the fox, are of especial grace and beauty when worn by the tall woman. But all theories are adapted, more or less, to persons and conditions.

It is true that the short-haired furs are best adapted to the little woman. But if the little woman, throwing all other considerations save her liking for mink to the winds, selects a wide cape of that fur she will suffer the fate which furs threaten her—extinction. I use figuratively the term. Whatever reduces the glow and charm of individuality threatens her with extinction. That little woman who seems small and pale in her furs has been extinguished by them. The light of her personality has been put out. The large cape seems to detract from her height. For her a trim, long coat were more fitting.

One of the best examples I have seen of what may be termed fitting character furs I met one day last week on the Avenue. She was walking, as all persons who have regard for their health and desire to be useful now do. She was a very tall, brownish blonde. Her walking suit was of brown broadcloth of the shade of her hair. Over the short coat of the walking suit she wore a sable cape. Her fair face and regular features were framed by a sable turban. One flash of color in the brown monotone was furnished by a wing, small, brilliant, yellow.

Another instance of fitting or character furs I encountered a block further on. The wearer also was walking. Have you noticed how the gait and figures of American women have improved since the war began and everybody walks? This woman, who swung along with the free, light tread of a panther, was in blue—a scant, untrimmed skirt and half-length coat of midnight blue, duvety. About her neck was loosely wound several times a scarf of black fox. Her muff was a small, canteen one made of one "animal."

An Orange Silk Wrap, with a Border Made of Alternate Stripes of Sable and Chinchilla.

This Chinchilla Cloak Shows to What Extent the Liking for the Draped Wrap Reaches This Season.

Charm Of Women's Clothes Not Lost By War Economies

By Martha Goodie Anderson
(New York Sun)

The army of women who are going to "make things do" this year and to forego the pleasure of business new clothes is nearly as large as that great army in khaki for whose sake deprivations of all kinds are cheerfully borne. And making things do is a very good plan to follow and is one of the needed lessons in thrift which this war is teaching Americans. At that, many old things can be made to look quite up to date by a few changes, and these possibilities are the subject on which I shall write.

First of all, the skirt has undergone some changes which have been creeping in so slowly that few of us have accepted them, as we undoubtedly will a few months from now. As to the matter of length, beyond question the Paris skirts are longer and much tighter. It is not always easy to achieve this extra length in an old suit, but it can be done by the addition of false hems and under slips over which the top skirt may flare.

As for the waist, we are threatened with a return of the hobble. Now this solves the problem of making the old new. It is especially practical in remodeling house and evening gowns. For instance, I have seen a very smart black net dinner dress which has been almost made over by the addition of a rather narrow hem of pink grosgrain ribbon, slightly hobbling the net about the ankles. The ribbon, three inches wide, is threaded through a hem at the bottom of the net and shows through, being tied in a flat bow at one side of the skirt.

The Hobble Look Secured
The ribbon is drawn tighter than the net, producing a little shirred effect along the bottom and the desired hobble. The sleeves are shortened and finished at the elbows with the same treatment and a flat bow and a loop and of net floats from the back of the sleeve to give a softened look. The ribbon, also introduced about the front of the waist in plastron effect, makes the belt and hangs in sash ends.

As to the net dancing frock of last year it is quite possible to remodel it, delightfully by adding panels and panniers of metal cloth of the color of the net. If, for instance, the net is of midnight blue, the panels and the puffed, short panniers about the hips are made of beautiful silver blue metal tissue. Again, if the gown itself is of the metallic material the panniers and panels may be made of net.

As to last year's coat the problem is more difficult, but it can be solved. Many of the newest coats have deep yokes and high collars of fur, which collar they call them. In some models I find that the fur forms a high collar, reaching up to the ears, like a straight round collar on a military coat, and extends in a square yoke up an unbroken line. It is possible, therefore, to use old fur to advantage in this way.

By the sleeves above all else the latest cut is told. This need not discourage any one, because the upper part of the sleeves remains rather light and narrow, and huge cuffs, reaching quite to the elbow and made of fur to match the patch yokes, are added. In fact the deeper the cuff the newer the sleeve. Colors May Be Combined

If one understands well how to combine colors and to avoid the queer, patched and made over look which amateur hands are apt to give such combinations, then there should be no hesitation in using two materials in harmonizing tones. Black and tan are a favorite combination, and so are blue and red. Seldom has red been so much in evidence as this season, especially the brightest hues, such as scarlet, cherry, pomegranate and a new brilliant vivid color called artillery red.

As to the old blouse of georgette or crepe de chine it can be made as new as any model one can buy with the addition of bright cross stitches

done in woollen threads and in a color contrasting with the body of the blouse. Two shades of blue may be happily combined in this way.

Velvet blouses with georgette sleeves are very smart for suit wear. The velvet is hung in loose panels, like very deep sailor collars, back and front, and the thin sleeves are of the same color as the georgette over which the velvet is hung.

Few women have the patience to do much beading, though beads are having a great vogue, and appear in every department of dress. If one can do it patiently the results are undeniably compensating.

As to last year's fur coat, if it is too long to look up to date do not hesitate to shorten it, because the short fur wrap is seen quite as often as the long. If one reckons extreme effects let the long coat be made into a three-quarter length coat, and along the bottom a very deep band of the fur which has been cut off the coat, tying the loose ends or rather leaving them to be looped one above the other well below the knees and in front. This sort of treatment will be excellent for a broadcloth suit on which one wishes to add fur trimming.

War Time Expedients
If, however, the fur wrap of several seasons is too short do not hesitate to lengthen it by adding any sort of fur. You possess, for it is permitted to mix furs, materials of the same color and texture, and these war times. It is just as if we were all making the best of everything we have, and while we may marvel at some of the made over effects, until the war is over at least we must not criticize.

I have spoken before of the new collars. For the most part the high collar is preferred for winter wear. It may be a straight round band of fur, fitting close about the throat, or a strip of lace clasping the neck tightly and extending well up under the ears.

As yet I have not seen a return of those little instruments of torture, the collar supporters, which worried us so when they raged, but very small silk covered wires are employed to hold up these thin collars. After all, few lace collars were accepted this winter and nearly all gowns of dark materials and thin fabrics are entirely collarless.

Angora and brush wool are being cleverly employed to give a good note of color which contrasts well with the garment on which it is introduced. The newest of this brush wool is made of cotton and is therefore much less expensive than wool, while having quite the same decorative effect.

The newest of the one piece dresses of daintier, silver-toned, kitten's ear and serge have fuzzy collars, now and then of white, but more often of tan or light shades of brown.

Service Emblem Displayed
If you wish to display the military or naval emblem dearest to your heart by all means embroider it, anchors, cannon, little turret, or what not on white collars or ties, and wear them proudly and devotedly, for this notion has received approval, and this sort of neckwear is called "Victory neckwear."

So many women are wearing the uniforms of the various war organizations with which they are serving that it is well to suggest that fur scarfs and neckpieces are not permitted with uniforms. The warm angora or knitted mufflers may, however, be added, and because of the great number of women engaged in patriotic efforts the angora scarf has come in a way to mean service, and has won general respect and welcome.

From Paris come very lovely blouses of net. It has been some seasons since the net blouse has appeared over here, but just now there is a showing of Parisian creations of this kind which are beautiful to see and becoming to wear.

Many of them are richly embroidered in the exquisite French fashion, and few of them are adorned. Much lace, Valenciennes

of filet, is used to put some of them together, and still others are threaded with ribbon run through a hem at the cuffs about the waist or in plaques for the neck. Of course blouses of this description are made of white or cream colored net.

White no other blouse is so becoming as the white, whether of crepe de chine, georgette or net, one finds such blouses not so practical as those of color, and therefore not so popular. The same tendency to combine colors and fabrics which one sees in other garments is almost over-emphasized this season in the new blouses. Few are the suit waists, entirely of one color. A brown blouse, for instance, designed to be worn with a brown suit will have sleeves of sand colored georgette, or the blouse will be made of the lighter shade and have its sleeves of an entirely different color.

War Service Waists
Of course the war work in which women engage just now is a prime consideration in selecting clothes, and therefore the shops make a feature of what are called service waists, which are absolutely without frills, and as plain and practical as a man's shirt. For overseas wear the service waists are made up in khaki cloth or dark blue French flannel and have turnover collars such as men's outing shirts have.

By the way, this sort of collar has set an army of girls learning how to tie a necktie, and in at least one patriotic organization where women are largely employed instructions in knotting neckties are given.

The service waist is without a frill, but it should always be spotted, especially if it is made up in one of the white materials, such as madras, linen, fine crash and poplin. Some smart silken waists of this sort are of khaki color and very practical.

In their hours of ease, however, the freest and fluffiest of blouses are worn by the war workers just as much as in pre-war days, the soft, becoming flesh colored georgettes with their exquisite fillet lace additions being still immensely admired and much used. Fillet lace has supplanted all other varieties as a trimming for this sort of waist. It is put on perfectly flat and has never any fullness. Perhaps the beauty of the designs is the reason for this use of fillet lace.

Uses Of Fillet Lace
Overseas no blouse of light material is worn with the collar outside the coat, perhaps because furs are not very kind to delicate fabrics whose charm lies in their exquisite freshness and daintiness.

One of the loveliest of the imported waists I have been describing is made of pearl white crepe de chine. It has a high collar of fillet lace on an upstanding band. Over this is a deep edge of pointed fillet, and a black moire cravat two inches wide slips underneath the pointed over collar, tying in a flat bow in front. The cuffs of the long

At the Dressing Table.

By Mimosa

How Millicent Cheated Father Time

I hadn't seen Millicent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, head work, early rising, and hard to bed, I quite expected to find her looking old, and very tired. But when I saw her, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remembered had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercuric wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she said she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of camellia oil with two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which she remembered round her eyes and mouth, she told me nothing. The use of the mercuric wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Millicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, and she told me she had used a little powdered phenol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some talco paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of starch dissolved in hot water, then dried it without rinsing (as she is not necessary when using starch), and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of borax with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Millicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she told me was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure collodion, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

light sleeves have received the same treatment.

A very pleasing fancy for utilizing fillet lace shown in another imported blouse of flesh pink georgette. The collar in this instance is low and falls around the neck to be finished at the yoke in front with pointed edges embroidered in a beautiful design. The same embroidery trims inserts of fillet along the front of the waist and also the cuffs.

As to the use of beads there is no end of the ways in which they have been introduced. One of the pretty fashions is that of threading the material in long strings from neck to waist and letting them serve as the only trimming. This is done usually on waists of one color. For example, on dark blue georgette, sand colored or white beads may be used. The smartest models are those with the beads of the same color as the blouse.

A notion reminiscent of several seasons ago, when many colors were

transfused by means of many linings placed one above the others, is shown in some clever blue blouses of georgette through which red, canary or petunia shows part of the way to the yoke and again for cuffs and collar.

Fur Vests For Thin Blouses

The fur vest is quite new and is added to blouses of fabric so thin that one marvels that it can support the heavier material of the fur. White georgette with an ermine vest is as smart as the smartest could desire. Of course the smartest could desire only the fur shows, but when one removes the coat the contrast of the two fabrics is seen at once. This is a decided innovation—the waistcoat blouse, I mean. Often the waistcoat on some of the thin, fine blouses is made of rare and exquisite brocade, so rich and lovely as to catch and hold the eye. The ends of these vests are pointed like a man's waistcoat, and they are very smart indeed.

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AUTOMOBILES

SHANGHAI, SUNDAY, JANUARY 12, 1919

BIG U.S. HIGHWAY PLANS NOW GETTING UNDER WAY

Several Comprehensive Measures Proposed For Introduction In Present Congress

New York, December 1.—Several comprehensive highway measures will be introduced in the present Congress soon after its reassembly next week for its concluding session. Present indications are that the bills will agree in fundamentals and all will call for the creation of a Federal road plan in which each State relatively will be provided with two main highways, one running transversely and the other longitudinally across the State and connecting with similar arteries of communication in adjoining States or countries. Both Canada and Mexico are desirous of making trunk highway connections with the United States, in the belief that an interchange of road travelers will do much to further friendly international relations.

An understanding has been reached between the American Association of State Highway Officials and the American Automobile Association to support the same measure. It will be remembered that these organizations led the successful campaign for the passage of the Federal aid road act whereby \$75,000,000 is now being expended in connection with \$75,000,000 contributed by the several States on highways which form parts of State road systems. The next effort will concern interstate or Federal highways, and \$100,000,000 annually for five years is one sum that has been suggested. In addition there would also be appropriated an amount yearly for the continuation of the present road act.

A. A. A. officials are quite in accord with the action of the Senate Finance Committee in deciding to cut out of the war revenue bill the proposed gasoline tax of 2 cents a gallon. Some weeks ago President David Jameson of the National Association of Motorists presented to Chairman Simmons and his associates a forceful and logical argument against the gasoline impost as being a tax on industry.

Earl Curson of the British War Board recently declared to the Inter-Allied petroleum conference that the Allied cause had been "floated to victory on a wave of oil," because "if it had not been for the great fleets of motor trucks the war could not have been won." The oil, of course, had to be obtained from America. "It was a victory of automobiles over railroads," was the apt expression of the British war authority.

Spread Of Nomadism One Of The Notable Effects Of The Prevalence Of The Automobile

All the well-to-do world has become nomadic by the aid of the automobile. In the sense that by means of this machine tens of thousands have taken to the open road who never knew the road before. People go home from work at 4 or 5 o'clock in the afternoon, and then get out their car and are off on the road for hours, scouting here and there—they never know exactly where when they set out. There are plenty of people now who know every motorable road in New England. Nomadism is the most pronounced sort, one would call it at first blush. Perhaps the automobile does encourage the wanderlust spirit. One sees plenty of Massachusetts cars in Florida or California, and now and then a Florida or a California car in Massachusetts. That argues a good deal of rambling about in between. A new and elegant form of vagrancy!

But meanwhile the old forms of wandering are passing. The automobile has robbed the road of its walkers. You do not see them as you used to. The by-ways—poor old dirt roads, neglected, now as they never were before, homely forlorn ways with humble homes in front of which the hens dust themselves in the road, and the bare-legged children sit on a stone with their feet in the ruts—are more absolutely deserted than they ever were. The appearance of a good old-fashioned pedestrian nature-lover on one of these roads is now so rare a thing that the bare-legged children scatter in terror at the sight of him approaching.

Is walking then, a lost art? Not quite. Here and there in the woods or on the roads the Nomad meets a real walker—a man or boy who is of the road or in the woods for the love of being there and because he can't help it and wouldn't help it

They Work In Fine Fair Weather

By Tad



if he could. The spirit has to be kept alive somehow, if the world is to hang together. Machines of all kinds come and go—perhaps there will not be a single machine of any kind in existence in all the world, except in a museum, a hundred years from now—but man, if he is still to be man, must walk abroad; his thinking machinery and the perpetuity of his sentiments and emotions depend upon it. "What do you suppose will satisfy the soul except to walk free and

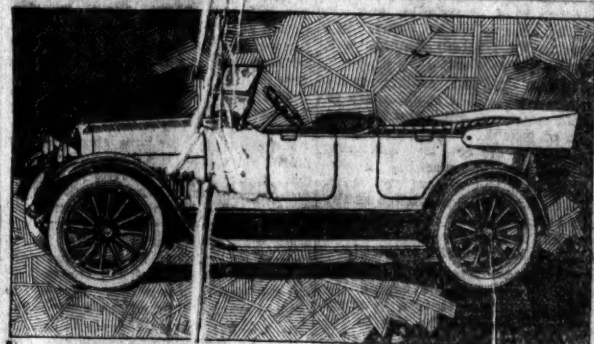
own no superior?" So there must be somebody to continue the tradition. The Nomad is glad to note that most of them who do continue it are young. Boys in the woods always—boys not ashamed to pick flowers, boys interested keenly in every bird or worm. The boys will keep the thing alive. The world belongs to them.

Such a boy the Nomad met the other day, clear out in the woods. He was about 10 years old, and he was picking a great armful of

blossoms and branches of the clover, or sweet pepper bush, and smelling them rapturously as he gathered them. When he spied the Nomad coming, with a lot of cardinal flowers in his hand, he smiled all over and said, "I know where you got those—along that ditch down in the swamp over there." Yes; there was where they came from. The two fell in together and walked along a wood path, talking blithely of wild flowers and things, all of which the boy knew without knowing their names. By and by the boy turned off at an intersecting path.

"Where are you going now," the Nomad asked. "Oh, my father and mother are over there in the woods," the boy said. "Well, good-bye—see you again." His father and mother were over there in the woods. That explained it. If your father and mother are in the habit of being over there in the woods,

and they take you along when you are a kid, you will never get the woods out of your blood as long as you live. This boy of 10 wandered free in the woods as far as they reached, but he gravitated back to his father and mother with unerring feet. Enough of our tribe are left to keep up the race!—Nomad in Boston Transcript.



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Knowledge Of Ignition Is Valuable To Driver

Some Pointers Which Should Help Motorists In Overcoming Troubles And Forestalling Tie-Ups

By Merle Shepard

An ignition breakdown is disconcerting. It can leave the car and driver in the most unusual place with no chance in the world of getting out for some time, unless he knows something about the operation of the system. With almost any other kind of trouble one is generally able to limp home, but trouble in the ignition system will leave the car stranded.

With the ignition system more than anything else it is necessary to be systematic about finding the source of trouble. To go about it correctly the driver or mechanic must have a good working knowledge of how the system operates. To get an accurate knowledge of the entire theory requires considerable study, but a working knowledge of the principles is readily acquired.

As the reader knows, the spark is secured in the gasoline engine by means of a high tension current which jumps across the gap in the spark plug. The electrical principles involved in obtaining that spark are the same on all cars, but the mechanical devices differ in some respects.

Magneto And Batteries

Both magneto and battery systems are used on up-to-date cars, but even in these the electrical principle of securing the high tension spark is practically the same. A low tension circuit is led through a primary winding, surrounded by a secondary coil. The low tension circuit is generally six volts. The sudden breaking of the low tension circuit induces a high tension current in the secondary winding which has the spark plug in its circuit. This current jumps the spark gap and the spark is made.

The phenomenon of induction need not be explained here, beyond the fact that it is true that if there are two coils, wound one within the other, and a current is passed through the inner one and if suddenly broken a current in the opposite direction will be induced in the outer coil. The more suddenly the current in the inner one is broken, the greater the current induced in the outer. The voltage of the current produced in the outer is determined by the number of layers of winding. For this reason the primary winding has relative few turns of coarse wire and the secondary a great many turns of fine wire. In a magneto the primary current is produced by the rotation of the magnet armature between the poles of magnets. In other words, the current is generated. In a battery system the primary current is supplied by the storage battery. In both systems the primary current of six volts (generally) is led through the primary and then to the breaker mechanism. Here a trip or cam action gives the snap break required, inducing at the proper time the high tension current which is led by the distributor to the correct spark plug.

Breaker Box Troubles

There is not space to go into full detail on ignition trouble, but a few that occur in the breaker box or the timer-distributor set should be known to everybody, because even a slight knowledge may enable one to get out of severe difficulty some time.

Pitted Contacts—Of all the troubles in the battery systems, that of pitted contacts is the most frequent, taking all systems under consideration. The contact points of the breaker, when they are separated, draw a slight arc. In other words, produce a slight spark at the points. This in time burns them so that they either make bad contact or else are no longer conductors. This causes misfires, denoted in severe cases by jerky action of the car, particularly on hills; backfiring and muffler explosions. This trouble will often fool experienced motorists for a while, making them think it is a clogged gasoline line.

The cause of pitted contacts may be natural wear of the points due to continuous running. At the end of every 2,000 miles of travel they should be dressed flat with a light file. If they burn away more rapidly than that it is very often due to a broken-down condenser. The condenser is connected across the points and absorbs the current that would normally cause excessive arcing. The cure is to renew the condenser, being careful to get the connections correct.

Broken Down Coil—Once in a while a coil will break down internally; in other words, some of the internal insulation becomes destroyed and the coil is either rendered totally useless or some of the winding is ineffective and the result is that the spark is materially reduced. Very often this reduction is slight enough to allow the engine to run, but irregularly or with reduced power. At other times it will break the circuit altogether.

Working Parts Wear

Wear In Working Parts—Each system has its own wearing points depending on the way it is laid out. On one of the most popular battery systems there is a notched shaft which picks up a latch and allows it to flip off, thus breaking the circuit. If the shaft becomes worn this will cause it to not pick up the latch regularly, thus giving rise to misfires.

On other systems the breaking is caused by a cam action which only performs correctly when the parts are not worn away. Excessive wear will spoil the timing and also interfere with a good fast break, weakening the spark and causing, at times, irregular firing. The only

Uses Of The Trucks In France

While we in other lands have appreciated the great work done by the motor vehicle in the European war, yet we can better appreciate it by listening to Captain Van de Velde, of the French Motor Transport Service, who attended the conference on highway transport, recently held in Washington, and who spoke with authority. Said the captain:

"In France nearly all of the railroads radiate out from Paris and we have no cross-roads or very few. As soon as the war started we had to organize a transportation service which would fill that lack of cross-roads. Of course, we had no time to build railroads, so we had to use motor trucks. We have now in operation on the front a great number of trucks, among them over 15,000 American trucks which are now used for what we call 'personal transportation.' When movements are made from one front to another they are nearly all made by automobile transportation."

"We have fine roads in France, for which we are very thankful to our grandfathers. Twice in difficult moments we have had to depend on our roads. The first time we used transportation by motor truck extensively was during the battle of the Marne, when we gathered together in one hour all the taxicabs we could find and sent in them men who they were badly needed. Of course, this was not the reason why we won the battle, but it helped a great deal, for the next morning the Germans found extra divisions on our side which had not been here the day before. This could not have been accomplished in any other way than by automobile transportation. To prove that our roads were in perfect condition, it is only necessary to state that between 900 and 1,000 taxicabs were used and out of this number only two did not come back."

"This work since then has been improved and our transportation service has been re-organized. We formerly had trucks belonging to the Ordnance, Quartermaster and other departments, but they are all now in the hands of the Motor Transport Service, which operates them like the railroads. This re-organization took place after our experience in Verdun. On February 21, when the German drive began in Verdun, the only line connecting Verdun to Paris was under fire and there was only a street car line going along between Bar le Due and Verdun which could be used and this could carry very little transportation. Many people thought we would have to give up Verdun on account of our inability to get supplies to our army. We had to do the most of our work of transporting materials with trucks, and they were operated constantly, thousands of trucks traveling over seventy miles during 147 days—going back and forth, the last two miles under German fire. Every grade crossing was guarded by men, some policemen, and all the trucks had to keep a certain distance from one another and certain distances had to be kept between two companies or sections."

"I can tell you of a personal experience of one of my best friends who was in command of one section. His company had gotten separated and was too far apart. He wanted to get them together, but one of the men in charge said he could not stop one minute; he said he would stop until he could get his trucks together. He stopped for two minutes, and was punished for fifteen days. It was quite necessary to keep these trucks moving on about seventy miles of road and there was not more than fifty yards between two trucks, so if one of the trucks stopped, the whole line had to stop suddenly. All the trucks were kept in operation and all the French divisions went to Verdun. The first divisions that were taken into the battle had had a ride of fifty-two hours without stopping."

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Duesenberg Develops A Military Tractor

One of the very good designs of military tractor engines just finished and tested, is the Duesenberg, in which has been avoided all the undesirable characteristics of many present designs, which are very heavy and bulky. The new Duesenberg engine is a four-cylinder model, 6 1/2 by 7 1/2 inches bore and stroke and employs the well-known valve action which has made this make of engine famous. The cylinders are cast in pairs and are mounted on an aluminum crankcase. The interior parts of the engine show nothing of unusual construction.

The tractor engine has the valves located horizontally in the head with valve operation by means of vertical rocker arms operated directly by the camshaft. This form of valve gear is employed in all engines of this make. As may be seen from the illustration on this page the fuel feed is through a manifold placed rather low. The exhaust is in a similar position. Engine equipment includes Schebler plain tube carburetor, a magneto with impulse, starter and is arranged to take a hand-operated starting device. This device uses a chain connection from a crank near the driver to a Bendix gear drive, which meshes with the flywheel. The engine weighs 1,580 pounds and shows a fuel consumption of .55 pounds per horse-power hour.

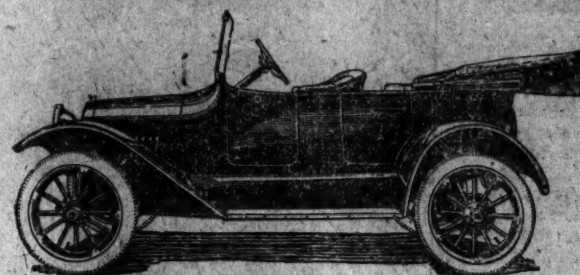
In testing this engine it is required to show the same degree of satisfactory running at any angle up to forty-five degrees as it does when lying horizontal. The Duesenberg company states that much of the credit for the engine's ability to perform perfectly at all angles is due to the Schebler carburetor.

The test engine was required to develop 160 horse-power at 1,200 r.p.m., but it actually showed ten horse-power more and showed a maximum of 192 at 1,500 revolutions per minute.

The Duesenberg Corp. has contracted for additional space in which to manufacture the tractor engine, its present plant being utilized for government work.

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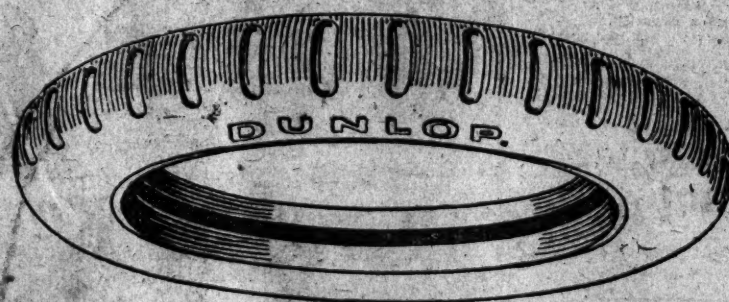
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Why There Are No Motor Shows

New York, December 1.—Although it was the general expectation that there would be national automobile shows in New York and Chicago, the more so that permission was sought of the War Industries Board to hold them, the manufacturers decided that, inasmuch as most of them had nothing really new to display, it wouldn't be worth while to hold national exhibits, even if they came late in spring. But the motor-car makers would most of them be in favor of a show in July, 1919, for instance, by which time all would have their new stuff lined up and ready for view. There are good reasons against this time of the year for a show, as well as some in favor of it. But the chances seem to be that as far as any shows to be held under the management of the National Automobile Chamber of Commerce is concerned, 1919 will be a blank year.

There are, of course, not the same arguments against the holding of dealers' shows in New York and Chicago in the early spring, the more so that national shows are off. The dealers will want to display what they have to sell on the eve of the selling season itself and their combination display will be a spur to the business. The very reasons that impel the manufacturers to hold off are what constitute a dealer's show in New York a proper and necessary thing.

PUTTING AUTO INDUSTRY BACK ON PEACE BASIS

New York, November 24.—Now that the automobile makers have decided that it would be unwise to stage their usual automobile shows in New York and Chicago this winter, the local dealers are talking of holding an open-air show in the Spring; but whether it will be held or not is still a rather open question.

Open-air shows of every description around New York have generally been financial failures, and if the dealers do decide to hold a show it has better be in some building, is the general opinion of those who have some knowledge of the subject.

The welcome announcement of the War Industries Board that the automobile industry could increase its output to a 75 percent normal production in the building of passenger cars at a joyful news to the motor-car trade, and that all of the leading factories in Detroit at least, will be on nearly a normal production basis early in 1919 now seems certain.

When the automobile factories practically suspended the production of passenger cars they had unfilled orders on their books for nearly 125,000 cars. Many of these orders for cars were cancelled, however, and just now the heads of the industry are trying to figure out the immediate buying power of the public and what how rapidly business throughout the country will readjust itself from war to peace conditions.

Despite the action of one company in cutting the price of its product, the majority of makers claim that, until the cost of labor and material is lowered, there will be no general reduction of prices for some time to come.

SPARE THE SPARE TIRE, GOOD CONSERVATION PLAN

Avoid wear on tires that are not in use as well as on those that are in use, to effect true tire conservation, is the advice of A. J. Peebles, manager of New York Tire Service, Inc. "Keep spare tires covered properly to avoid the deteriorating effect of sunlight, water and air, is the first precaution to observe," he says. "Motorists, who cannot fail to notice that tire companies and stores keep their wares well wrapped, often disregard this example and carry spare tires unprotected. The rubber is thus left subject to decomposition by the action of light, air and water, and the tire is greatly weakened."

"Keep tires tightly fastened is another good rule. A loose chain will chafe the tire and rub it to a serious injury. Motorists, who observe carefully the more complex rules for tire care, should not neglect this obvious conservation measure."

Try have the tire padlocked, is the best kind of burglary insurance. Another way to discourage the prospective thief is to carry the oldest tire as the spare. A tire even slightly worn is almost worthless from the point of view of the second seller, while a new tire will fetch a tempting price.

"Other reasons of economy suggest carrying the oldest tire rather than the newest tire as the spare. Then, if there are any deteriorating effects, they will be felt by the less valuable tire. This practice will also lessen the risk of unexpected blow-outs on the road, for a new tire will not, as may the old, suddenly break down under strain."

CRACKED WATER JACKET

A cracked water jacket may be mended at home if the car owner is a moderately handy workman. Drill a small hole at each end of the crack and tap it for a small copper rivet. Next scrape the surfaces near the crack until the metal is bright. Cover the crack with soft solder filings and melt them in with a blow torch. Use a flux of rosin dissolved in alcohol.

TAKING NO CHANCES

Although the Sultan of Turkey joined the ranks of automobilists in 1901, he did not dare to trust his person to his machine, but seemed to find sufficient pleasure in looking on while two officers maneuvered it in front of his window.

Care Of The Tires Prevents Delays In Winter Driving

Rubber Outside Covering Not To Absorb Road Shocks, But Act As Waterproofing For The Fabric

Tire trouble is bad enough in summer, but it is doubly that in winter. Proper care of tires during the summer puts them in shape for winter and greatly lessens the necessity for changes or repairs. The greatest bugbear of winter driving is that water gets through the small air in the rubber and works its way into the fabric, rotting it and eventually causing a blowout. Every driver should bear in mind that the rubber put on the outside of the tire is not to absorb road shocks, but to act as a waterproofing for the fabric, which is really the backbone of the tire.

There are some exceptions to this, for it is a fact a thick section of the rubber will act somewhat to cushion shocks, but the real purpose is to act as a protector for the fabric. Right now is the time to inspect your tires and fill small holes or cuts with the putty, vulcanizing larger cuts. So many portable vulcanizers are on the market that vulcanizing is a simple process and one that can be performed by most any one. Of course, any large tire repair job should be given to some one having the proper equipment.

Water has a very deteriorating effect in rotting and causing irregular breaks in the fabric, and as many of the roads are slushy the greater part of winter, it will be evident that it is necessary to keep them watertight.

Wheels Must Be Lined Up

Before making any attempt to go after the tires, see to it that the wheels are lined up properly. Tires wear very fast when the front or

rear wheels are off in this respect, as sometimes the rear axle is not square with the line of direction; hence, there will be excessive grinding on both rear wheels. This is not as frequent as front wheel misalignment; nevertheless, it should be checked up.

Having done this, go after the rims; take off the casings and apply a coat of graphite to the rims. A frequent cause for short tire life is rust on the rims. It is surprising how quickly the fabric above the bead deteriorates if the rims are covered with rust. In this case rub the rims with emery cloth and apply graphite.

Tire inflation is fully as important in winter as in summer. The rough roads and sharp particles of ice pound holes in the casings where they come in contact with the rims. Overloading must be watched also, because it weakens the tires, and this with under-inflation means that its career of usefulness may come to an abrupt ending. Guard against it by keeping your tires at the right pressure. Use a gauge in ascertaining this, because you cannot tell the difference between fifty and sixty pounds of air in a tire by looking at it.

Driving On Tracks

It is quite a temptation to drive on street car tracks in winter. The same holds true when driving in frozen ruts. So far as your tire life is concerned it is better to avoid the ruts and tracks and go over the untraveled portion, though it may not be quite so comfortable. Aside from the detrimental effect on tires, driv-

ing in the track carries with it a certain element of danger, for quick twisting of the front wheels may result in accident from the rear of the car skidding when leaving the rails.

Slippery road surfaces make the use of anti-skid devices imperative. So far as possible use these only when absolutely necessary, for their continued use may result in actual damage to the tire. As an extra precaution drive slowly and be careful in using the brake. Many owners make the mistake of applying tire chains too tightly, presumably

to eliminate noise. The added pressure on the tire surface and the flattening out at the point of contact with the road cause the cross chains to cut the tire severely. Eventually these cross chains also become worn, in which case they should be replaced. Otherwise cutting of the casing cannot be avoided.

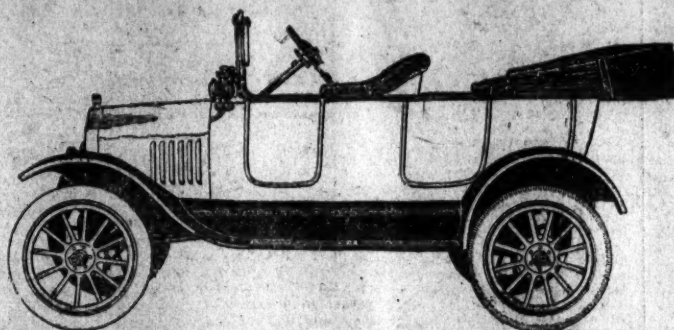
Keep Tire Valves Tight

Although the packing nut on the valve stem seems unimportant, it must be given proper attention, especially in winter. If it is not brought up tightly against the rim

water may find its way into the tire, which is anything but desirable. This is provided against by the leather washer. Before replacing it make sure this is in good shape.

A word in regard to the spare tire, which is often one of the most neglected parts of the car. In the first place, have a cover for it. An unprotected spare sometimes wears out on the back or side of the car without seeing much use on the road. The reason for all this is that ex-

posure to light and moisture cracks the rubber and even rots it. Also, do not carry this tire fully inflated. Put in only enough air to keep it in a rounded condition, and see that the tire does not rub on the carrier parts, which means that the supporting straps must be tightened to prevent looseness. In applying this tire, of course, the owner must pump it up to full pressure, but it is better to suffer this inconvenience than to have the tire blow out after a few miles on the road.—Motor Age.



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Johnson's Prepared Wax is but one of the Johnson Products which includes Johnson's Cleaner for use on motor cars that are greasy, mud freckled and stained; Johnson's Carbon Remover for carbon clogged engines and Johnson's Radiator Cement for leaky radiators.

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Huge Log Of Redwood Forms His Touring Car

Mounted On Motor Truck, Tree Trunk Contains Three
Finely Finished Rooms

Here is the story of the modern tree man. He lives in the trunk of a huge redwood tree on top of a motor truck. Not only one man, but his wife and his chauffeur live there. Most of us are key-ring persons, this man says, and are afraid to leave our houses unlocked; but he has set out to be different. Hence his remarkable automobile, which he built himself, and which has no counterpart in this or any other country.

Charles Kellogg was born in a little log cabin in the Redwood Country, a land of big trees, tall and straight with cathedral aisles through their lit by shafts of sunlight. At his birth his mother died, and for two years he was carried around by an Indian squaw, who strapped him on her back and took him wherever the Indians went, and so he grew up with the Digger Indians in California. A huge hollow redwood tree was his play house. He learned to know all the beasts, birds, and creeping things of the forest, and they became his friends. The ground was his bed. He has lived in the open for nine months of the year ever since.

Do we hear any objection to the meatless days? The animals, birds and fish were all such friends of Mr. Kellogg that he has had over 17,500 meatless days; not only meatless days but in the whole of his life he has never tasted fish, flesh, or fowl of any kind, writes Robert H. Moulton in *The American Forestry Magazine* of Washington.

When he grew older he began to travel and became a naturalist. He roamed from Alaska to Africa through France and Switzerland, and the islands of the sea. The out-of-the-way places of the globe are to him what Broadway is to the New Yorker. He traveled with John Burroughs through the East Indies. John Muir was one of his best friends.

Down on the Mexican border last year Mr. Kellogg was lying on top of a hill in front of his camp, watching the American troops transporting their supplies overland. Wagonloads after wagonloads drawn by mules went to the mudhole at the foot of the hill and were stuck there in the mire, and with great difficulty pulled out. Finally a light truck came along and went through the hole without any trouble.

Here was Mr. Kellogg's tip: he would build a house on one of the trucks and travel through the country in it, for this would enable him to continue his habit of living out of doors. The result was that he brought a truck and took it into the heart of the Redwood Country of California in search of a suitable body for the hollow redwood tree in which he had played in his boyhood and decided that such a piece of wood was the ideal material. After time Mr. Kellogg found his tree, a fallen redwood 260 feet long and 1 foot in diameter. From this he cut a twenty-two-foot section, and after seven months of arduous toil fashioned

the huge piece of timber into an automobile body that is a work of art. The tree from which the body was made was a fallen giant that had been lying on the ground for perhaps a hundred years without any sign of decay. As a matter of fact, it was found that the wood was full of sap, notwithstanding that it had been uprooted for a century. The twenty-two foot section when first cut, a fourteen-foot section being used for the purpose, weighed over forty tons.

The first step after the section had been cut was to remove the bark. Then the task of hollowing out the trunk was begun. This was found to be a most difficult task. A couple of expert axmen first tried to chop out the center, but at the end of three days were worn out and gave up the job. Oxycetylene was then tried, but this also failed, as the redwood proved impervious to the flame, the wood absorbing in a wall.

Mr. Kellogg then put some of his own ideas into operation. He first drove a saw through the heart of the log by using the truck as a jammer. This small aperture was enlarged by a pepper-wood chisel, which was fastened to the truck with a chain. Then the hollowing out process was completed with a twenty-two-foot chisel. This left a shell one foot thick, and Mr. Kellogg trusted to his own skill in smoothing out the log and modeling it as a sculptor would into a beautifully shaped body for the truck.

It was estimated that the shell in its unfinished state weighed in the neighborhood of 6,000 pounds. To mount it on the truck appeared to be almost a hopeless task. But the problem was solved by cribbing the runners with slabs and digging a pass-way beneath in the soft forest floor. The truck was then driven under the great log and the latter slowly lowered into place.

Next came the task of drying out the great piece of timber without "checking" to get rid of the surplus weight. It was thought at first that it might be placed in a big kiln at night and dried with steam, but the master mechanic finally decided that a temperature could not be properly regulated and refused to take the risk. Finally Mr. Kellogg solved the problem by covering the outside with a mixture of oil and distillate and letting the log dry from the inside. As the drying-out process was of sufficiently rapid, all the apertures were sealed and a sprinkler turned on or two weeks, day and night. This washed out the sap and hastened the seasoning process. At the end of two weeks the log had lost 1,189 pounds in weight.

Mr. Kellogg himself cut the windows and planned the interior, which contains three rooms, each with a separate living room, a bedroom and the chauffeur's room. They are not ordinary rooms, but are furnished in a various manner throughout. A fireplace is built on one side of the living

rooms; the beds are wonderful creations, with soft mattresses that fold down at night. The toilet appliances are exquisite; there are clever little drawers, folding arrangements and plate glass windows, and the whole car is lighted with electric light. The finished body, nineteen feet long, the whole truck being one solid block of polished redwood of exquisite finish. The rear door is also a solid block of redwood weighing 100 pounds. The staves were fashioned by Mr. Kellogg from a rim of a wheel from an old prairie schooner, and the window shades are of yucca bark, stamped in Indian designs.

Mr. Kellogg has now driven "Travellog," as he calls it, more than 5,000 miles, covering many of the famous mountain roads of California, notably the Battleship grade, a 40 percent incline for nine miles, without any difficulty, and this in spite of the fact that the truck, which was designed to have a capacity of two tons, carries an overload of more than 1,500 pounds.

Expect Novelties At Nept Auto Shows

It has been freely prophesied that the next big automobile shows will be remarkable in that they will undoubtedly show a great number of "novelties" in the motor car line. For one thing, engineers have been accumulating knowledge of airplane engine practice, which is believed to have its effect upon design of engines for automobiles. Then, too, the engineers have had a chance to work out some of their pet ideas on the drafting board and in experimental cars, things that they might not have had so good a chance to do with the factories in the line of production on regulation models and unwilling to make changes. But in the nature of things the motor car makers can hardly expect to be able to show, with any idea of successful outcome, the same design and type of motor car, completely unchanged, at the 1919 shows that was being made and sold fifteen months ago.

Then, also, some factories have been down to so low an ebb on production that the time is now ripe to get rid altogether of certain models that were being manufactured, and which hung on because there was no desire to spring anything new. There have been predictions that some of the quantity makers would abandon altogether certain features not altogether up-to-date in their cars, so that they now are able, for the first time to do, because for the first time they have practically cleaned out on production.

It has been a great period of trouble for the motor car industry. Now things are apparently squared up and the prospects are for a season of hectic interest in the automobile and all its allied lines.

Overhead Speedways Seen As Possibility For New York's Autos

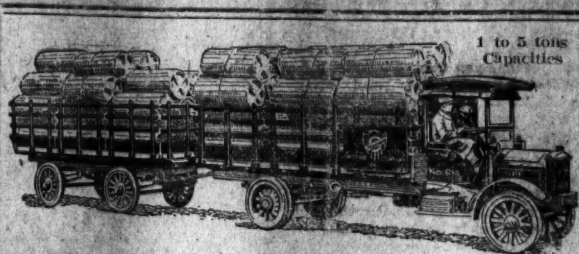
Commissioner Declares Time Is
Coming When Such Highways
Must Handle Motor Traffic

Police Commissioner Enright of New York City recently remarked in a speech before a gathering of civic improvement organizations, that the time was rapidly approaching when it would be necessary to provide overhead speedways or boulevards for motor traffic in the metropolis. This opens a fascinating vista of speculation to any one interested in the development of modern urban traffic. Of course all authorities have long since recognized that the streets of all our great cities are absolutely inadequate to handling modern motor traffic. They were laid out to accommodate horse-drawn traffic, which moves at less than a quarter the speed commonly attained by motor vehicles. Furthermore,

motor traffic has increased in volume to an extent never contemplated by the men who planned our city highways.

It is inevitable then, as Commissioner Enright has pointed out, that sooner or later a complete revision of our methods of handling motor traffic must be made. Passing statutes to circumscribe the movements of vehicles on our present streets is merely treating the symptoms, not removing the cause of the trouble. Until we strike at the root of the evil, we shall have traffic accidents increasing in exact proportion to the increased use of highway vehicles.

It needs no particular acumen to understand that separating the motor vehicle traffic and removing it from direct contact with pedestrian traffic, is the real cure for all our troubles. The drawback is the tremendous expense of providing separate motor ways. The idea of building one of the raised boulevards for motor vehicles, as suggested by Commissioner Enright, would probably startle the taxpayers. It may be found more feasible, perhaps, to have one or two streets in each city to motor traffic, to link crossings beneath the street levels and keep pedestrian traffic off the streets altogether, except on the sidewalks, of course. In this case speed limits could be considerably raised without danger to the general public. Motor vehicles would be permitted to enter or leave the motor avenue, at given locations, at intervals of perhaps two blocks, and all surface crossings would be eliminated. This is a very sketchy outline of what might be done, but certainly something will have to be done and that quickly. As soon as the war is properly finished we may expect to see our cities taking up this problem in earnest and making rapid progress toward a satisfactory solution.



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3 ton		3 1/2 ton	

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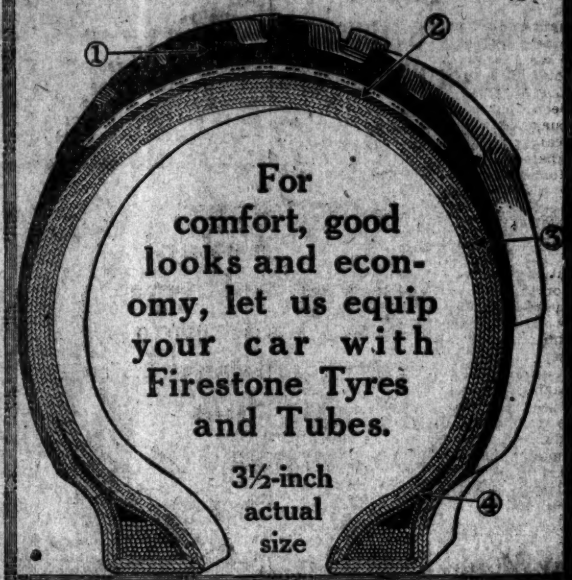
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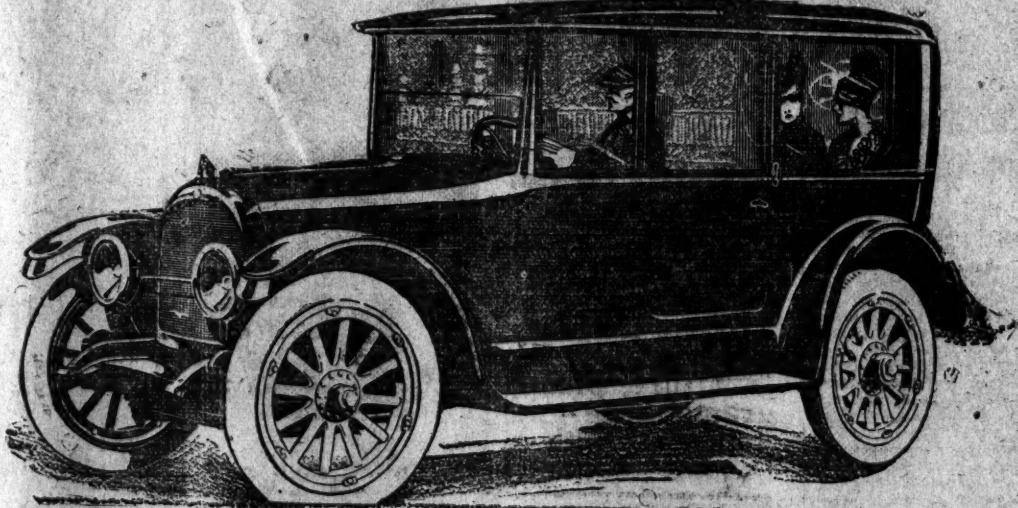
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Discovers High Gravity Oil
Which Burns Readily In
The Fuel Tank

How would you like to own a gasoline well—not an oil well—but an honest-to-goodness gasoline well whose product you could pour directly into the fuel tank of your car, and then crank up and go on your way rejoicing? It sounds almost too good to be true, but H. O. Waterman, loyal citizen of Ventura, California, and Maxwell dealer under Harold L. Arnold of Los Angeles, has found just such a well, a short distance north of Ventura on the road to Ojai.

The well, which, incidentally, has established a new world's record for quantity production of extreme high grade, has produced as high as 135 barrels per day of "oil" of 55 to 57 gravity. When it is considered that the average gasoline that you buy today tests about 55 gravity, it can be readily seen that the new well is in a class decidedly by itself.

Waterman brought pictures of the well and of himself pouring its product direct into the gasoline tank of his Maxwell, and he declares that the Maxwell apparently did not have the slightest suspicion but what it had been fed a high-grade refined gasoline. At any rate it assimilated the natural gasoline without giving the slightest hint of difficulty.

The new well is a good indication of the wide range of California's oil products. The big Montebello field near Los Angeles, of which so much has been heard recently, produces vast quantities of oil, but it contains practically no gasoline. No gasoline whatever results from putting the Montebello oil through the ordinary distillation process. While the Ventura well's product, when bleached with acid to remove a yellow tint, is virtually a good high-grade gasoline, nothing else, without any distillation process.

A considerable quantity of water accompanies the gasoline in the Ventura well, but it does not occasion any difficulty. So light is the "oil" that separation from the water is instant as quick as the settling tanks are reached.

"I suppose a good many people will be inclined to be skeptical about the existence of such a well," said Waterman. "I'll admit I was a little skeptical myself until I actually burned some of the product in the Maxwell."

**Army Motor Trucks
Go To Post Offices**

Department Makes Plan To
Take Over Motors Built
For War

Washington, November 26.—The Post Office Department has made complete plans for taking over army motor trucks according to information made public today.

Under the army appropriation bill army motor trucks may be turned over to the Post Office Department at the discretion of the war department.

**Great Season Seen
For Car Advertising**

New York, December 1.—One of Detroit's best known automobile advertising men says: "The coming season is one in which the strongest possible sort of competition among makers will be seen. It will take great selling effort to move the automobiles that are to be made. To this end the assistance of advertising, particularly in the newspapers, will be a vital factor. I look forward for the next ninety days to the most extraordinary volume of advertising in the daily newspapers of motorcars and allied lines. The situation which compels any manufacturer to reduce prices—that is, to keep labor employed to avert trouble—is bound to produce a fiercely competitive period. To stimulate and create business under such conditions recovery must be had to the newspapers."

1919 BUICK IS OUT

Has Many Interesting Features In
Engine And Body

New York, November 24.—A 1919 model of the Buick coupe is on exhibition at the Buick showrooms on Broadway at Fifty-fifth street.

Among the interesting features of this new car are enclosed valves, a pressure feed oil gauge, a mud splash and black lamps. The foregoing are quickly observed.

The new Buick is built about one inch lower and the cantilever spring is so hung that the longest part is forward of the point of suspension, thereby giving less rear throw and better spring action for the front of the car.

Many interested motorists are inspecting the car daily.

REMOVE THE OIL

Almost every car owner today knows that oil or grease is very bad for rubber, acting as a solvent and destroying the material. When grease or oil gets on the casing either of them can be removed by a rag saturated with gasoline. While gasoline is a form of oil it evaporates so rapidly that when used in small quantities it does not harm the rubber.

Single Packard Truck Turns Battle's Tide At Chateau-Thierry

Four Set Out With Ammunition,
One Going Through With
Mortally Wounded Driver

The victory at Chateau-Thierry—that furious engagement which marked the turning of the tide of the war forever in favor of the Allies—was made possible through the performance of a single motor truck. How this came about is related by Captain Guy A. Whitcomb of the motor transport corps.

"The marines, who were smashing the last German offensive, were running short of machine-gun ammunition," said Captain Whitcomb. "Their commander telephoned back for more. The motor transport commander called for four volunteers from among his 90 trucks—and every driver volunteered."

"He chose four, loaded the trucks with 50,000 rounds apiece of machine-gun bandolier ammunition, and they set out—four trucks made in Detroit, turned out of the Packard factory just a few months before. Three of them were caught in the German barrage and their cargoes blown up and their drivers killed. The fourth made his way through the priceless 50,000 rounds that put the finishing touch on the American victory and saved the day at Chateau-Thierry."

"The driver made his way back to the transport park and reported in these words: 'Sergeant Anderson reports, sir, the delivery of 50,000 rounds, and requests permission to make another trip.' But his captain noticed the blood pouring from the sergeant's wounds, ordered him to the hospital, and the brave Anderson died 10 hours later from 14 shrapnel wounds."

Captain Whitcomb said that 14 percent of Pershing's entire force is housed in the motor transport and that the number of trucks under the American flag overseas would be hardly believable to most people.

GRAPHITE TO SAVE OIL

Due to the scarcity of lubricating oil, cost of which has risen 500 percent, Germany has been compelled to turn largely to graphite. Its use, according to a German automotive journal, has resulted in a saving of 80 percent of cylinder oil.—*Motor Life*.

OR A SEDANBELION?

Now that we've had a Sedan and a Sedanet, why doesn't somebody spring a Sedanbelt? (Or a Sedanbelion?) *Liberty Bell*.

Motorist And Echo

—as Swift might have written

Motorist: Echo, fair nymph, will you give kind reply
If in this grove my queries I shall try?
Echo: Try.

Motorist: My engine troubles all adjustments foil,
Pray tell me what is cause of this turmoil?
Echo: Oil.

Motorist: It knuckles on hills. What causes this condition?
That thus defies my layman's recognition?
Echo: Ignition.

Motorist: Tires cost more. By what utility
Can I increase their durability?
Echo: Ability.

Motorist: But, Echo, this car's faults no tongue can tell,
Its faults its very worth to me excel.
Echo: Sell.

Motorist: To whom? The truth is heard.
Can I deny?
Those facts that ownership would soon supply?
Echo: Lie.

Motorist: Step forth a moment, Nymph.
I beg you scan it.
Can living sell this relic for me?
Car? It?
Echo: Can it.

—Monte Sohn in *Motor Life*.

POLARITY

A simple method of determining polarity of a magnet is to hang it up by a light cord, when the north pole will swing around and point to the north.

Inspection And Lubrication Main Efficiency Requisites

It is fully realized that from now on new cars are going to be almost impossible to obtain, and for that reason and the patriotic end of conservation, the maintaining of the old car at its best takes on a new meaning, says a contributor to *Motor*. It should be understood that the efficient car represents the sum total of all units operating efficiently, which is only obtainable by thorough attention to all details.

It has often been repeated that lubrication means more than any other single thing in proper car operation. It means more than that now the very use of the car depending on this essential, as the replacement of parts is exceedingly difficult and they are only obtainable after a long delay. All details of lubrication should be thoroughly looked after. I have found it best to follow a regular program listing the lubrication needs on the basis of the mileage of the car as far as possible and keeping a close check as each item has had attention or needs it. In this way neglect and oversight are eliminated, which as sure, regular and necessary lubrication of the whole car.

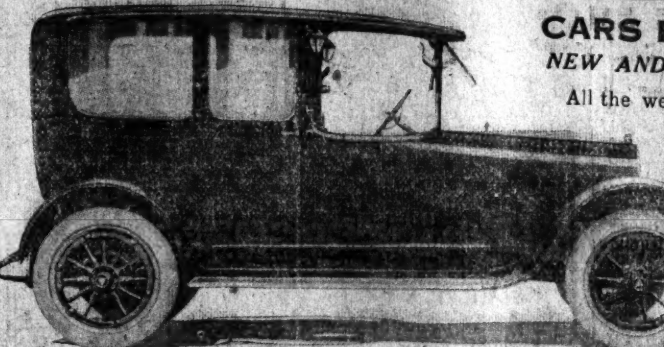
Next in importance to lubrication is the engine. It is surprising what a difference a little attention here will mean in the performance of a car. I find it desirable to give the engine a general check up each 1,000 miles. At this time the crank case is drained, flushed out and the oil supply replenished, the valve timing is checked and corrected, and the spark plugs cleaned and adjusted. At this time I also use one of the liquid carbon removers to clean the engine.

These carbon removers have not proven successful with many, which I attribute to their having been used when the motor is hot, which vaporizes the liquid before it can do

the work. I have found the best method is to take an oil gun and thoroughly spray the inside of the cylinders through a valve port in the evening when the motor is cold. The following morning the engine should be run at half throttle a little while, which will blow out the dissolved carbon, leaving the motor in a good, clean condition. After using the carbon remover, the oil draining and other work are carried out. Of course the carbon can be scraped out of L and T head motors, or the oxygen method is very good, but I prefer the carbon remover on account of the ease of handling.

About twice a season it is well to go over the entire car, giving it a general tightening up, replacing all loose screws and taps. This is a good opportunity to check the steering system, wheel bearings and alignment, and generally see that nothing has been neglected through the season. Also at this time all the old grease should be removed from the bearing surfaces either by dismantling and cleaning or the use of a high pressure grease gun. The compression of the cylinders should be watched and any weak ones corrected so far as ordinary maintenance is concerned. Leaky valves or valve caps and spark plugs often account for compression leaks.

Keeping the car fit does not necessitate being an experienced machinist. It is largely a problem of ordinary maintenance, which a thorough knowledge of the instrument book and a little work applied at the right time will take care of. Regular inspection and lubrication are the essentials, and it should be remembered that efficiency cannot be secured by concentration on some units and the neglect of others, because it is the sum total of all efficient units that is going to keep the old car doing the work of a new one.



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PACKARD TO FILL ORDER FOR LIBERTY AIR MOTORS

Ships 5,000th Machine On November 21; Will Complete Government Quota Of 6,000

Detroit, November 24.—The 5,000th Liberty motor built by the Packard Company was shipped on November 21, a week after its final assembly in the Packard shops, and a week ahead of the first anniversary of the completion of the first Liberty engine ever made from standard tools.

It was on Thanksgiving Day, 1917, that the first Liberty motor to come from an organized production line came from the production line of the Packard. Wrapped in an American flag, it was shipped the same day to the American aircraft forces. Between Thanksgiving and the following March the process of the new war engine's development was that of the accommodation of tool to design and design to tool always necessary in the preparation for quantity production of a quality motor. The work of pioneering this development was either given by the Government to the Packard or assumed by the Packard for the Government. Consequently, as late as February 25, Packard had produced the only Liberty engines in operation, and it is date Packard has built more Liberty motors than any other manufacturer has made.

The great results of that development period are measurable by the fact that the improvements effected raised the horsepower of the Liberty motor from 367, at which the Government had accepted it for production, to more than 450. Another result was that large scale production rapidly followed final standardization of tools and design, so that by the end of the war, eight months later, the Liberty had more than 15,000 Liberty engines.

Production of the Liberty motor still goes on. Packard's original order, for 6,000, will be completed at the present rate of production in less than 20 days.

Postal Truck Driving Suggested As Job For Returned Soldiers

Extensive Development Of Motor Mail Service Hinted By Government Man

New York, November 11.—At the November meeting of the Highway Traffic Association of the State of New York, held at the Automobile Club of America, government, state, county and municipal officials and officers of several organizations interested in highway problems participated in the formation of the National Highway Traffic Association. The object of the new organization is the advancement of the efficiency and regulation of highway traffic. The association will publish reports, standards and regulations adopted by it and will promote sound legislation pertaining to highway traffic. Besides the usual executive officers there will be five vice-presidents, representing different sections of the United States, and a director from each state and territory of the Union.

James I. Blakeslee, Fourth Assistant Postmaster General of the United States, outlined a plan for the utilization of the men now in service in an extensive development of the motor truck parcel post routes, and that "that we use the available military equipment and such available military personnel in the construction and operation of a governmental enterprise that will be immediately profitable and which, in turn, will produce sufficient revenue to continue its administration and operation."

He further stated that he is informed that there are 100,000 motor vehicles now in use or in process of construction for military purposes. I am certain that a vast number, if not the majority of this surplus equipment, can be utilized in the transportation of merchandise and commodities through territory within the country that is not immediately adjacent to existing means of transportation, and is located in productive localities where inadequate means of conveyance obtain. To properly utilize such an enormous number of moving units would require the service of an equally huge army of individuals, and thereby provide employment for thousands of men who have been making a sacrifice for us all."

Scientific Facts On Compression

We have always been given to understand that there is a direct relation between the maximum explosion force and the compression obtaining in a cylinder, but this theory now is said to be shattered because of the observation of certain simple facts. Instead of fuel in a cylinder burning from its constituents, carbon and hydrogen, to carbon dioxide and water, there are said to be many intermediate steps, the burnings of different compounds, before the final compounds, water and carbon dioxide, are reached. That is, the mixture in the cylinder when ignited does not immediately explode and form the resultants named but go step by step through different compounds before the final are reached. If these intermediary burnings which have been deceptive, an indicator card will show so-called wigglings which heretofore have been interpreted as explosion pressures. When as a matter of fact these wigglings are nothing more than abnormal pressures due to the particular compound being burned at the instant. Thus it would seem that certain lines on the indicator could reveal the kind of fuel being burned. In a test run with a certain fuel the compression was varied from 70 pounds to 200 pounds without any change in the maximum explosion pressure. It is then a question of fuel and not compression.

Silence Is Always Golden As Regards The Motor Car

A Little Attention From Time To Time Will Keep The Average Machine Quiet

We have all settled down to the long grind of bringing things back to normal after the war, making up our minds to doing without many things that we would like to have among them that new motor car in which perhaps we had set our mind. And, after all, we shall not be so badly off if we take due precautions to keep our cars in first class order all the time. As time goes on we are bound to have more or less trouble with noises developing both in engine and chassis. These can be eliminated or at any rate minimized, but some suggestions along these lines certainly will not be out of order.

Naturally the greater number of the noises that may develop in the motor car have their location in the engine, because that has by far the greatest number of parts. Of all the engine noises valve clicks and flaps are by far the most frequent occurrence. Fortunately valve noise is easily distinguished because of the regularity of their recurrence. The trouble may be caused by too much clearance between the tappet and stem or to the same condition between the tappet and the overhead valve mechanism. The cure is obvious, but the owner must be careful to make adjustments in the valve system while the engine is hot, because changes made when the metal is cold will not hold true when the engine warms up, owing to the tendency of metal to expand under heat. By making the clearances just perceptible when the tappet is raised up and down while the engine is hot, any noise will be eliminated.

Occasionally it will be found that instead of the tappet the lifter is at fault through wear. The cure here is removal of the lifter mechanism and replacement, though in some instances the guide may be springing a little to add the lifter lighter. Ways of either the cam or follower will produce a slight clicking and a new follower is the proper course to take in this case. Worn valve stems or stem guides also produce a noise, and the course to follow is to remove the stem and test each valve in turn. Hold the stem in the fingers and try to move it sideways in its guide. If there is any play perceptible a bushing should be placed in the guide or a valve with oversize stem should be employed. In occasion it may be found that a valve head has warped, and this will cause a slap, and the only remedy is a new valve. The valve heads should always be examined for warping when the system is being adjusted or cared for.

The overhead valve system is apt to be a little more noisy than the conventional type, because of the larger number of joints. Careful attention to lubrication of the system and its adjustment will prevent undue noise. Sometimes sideplay develops in the rocker arms with an attendant slap. A bearing in the arm may wear. A new part or bushing for the old one will cure this trouble. In case wear in the shaft on which the arm moves develops, an oversize bushing in the rocker arm is indicated.

While the valve system is the most consistent offender, other parts of the engine develop noisy operation. The bearings may wear so that a knock develops, growing louder as the wear increases, until finally it sounds like the blow of a hammer on a block of wood. The cure for this condition is, of course the taking up of the bearings by removal of the shim between the two halves or the shaving off of the metal on the movable half. The operation of taking up bearings must be carefully performed or the trouble will be worse instead of better. The new car owner will do well to watch the operation of taking up bearings before he tries to perform it himself. When the piston or the cylinder itself is worn, much out of round a knock will result that sounds not unlike that induced by misalignment. The reason is simply that the piston instead of being tightly held has room to slap. The cure is drastic, reboring of the cylinders and the installation of a new set of oversize pistons and it should always be the set and not merely a single one.

Timing gear or timing chain noises are not excessively loud, but they are difficult to locate and remove without considerable dismantling. Silent chains as they are used today have an adjustment for taking up wear and the helical gear drives are usually pretty quiet, which could not be said

for the spur gears that used to be commonly used.

The auxiliary shafts on the engine are not likely to give any trouble unless their lubrication is neglected, so that rapid wear in the bearings takes place.

One of the most troublesome knocks is that caused by preignition. It is easy to distinguish this metallic knock, but there are so many possible causes that it is not easy to run down the real one. Of course it may be due simply to the spark being too far advanced, but on the other hand it may be caused by carbon deposits, faulty timing, poor mixture. The only course to pursue in this case is to run down the real cause of the trouble by process of elimination and then apply the obvious cure for that basic cause.

While the engine is the commonest location for noises, it has no monopoly on this very annoying accompaniment to motoring. The other mechanical units are quite likely to develop noisy operation. The clutch sometimes develops bucking, with a rattling sound from the floorboards that is intensely annoying. A worn thrust bearing will cause this, and as the lubrication of this part is frequently neglected this is likely enough to be at the bottom of the trouble.

The gearbox is a very likely seat of noisy operation. When one of the shafts is out of alignment grinding and growling of the gears will ensue. Worn bearings are a likely cause of this trouble, but the owner should have the misalignment corrected at once, because the condition produces not only noise but broken gears and heavy repair bills.

The propeller shaft and universal joints seldom give trouble, in spite of the strenuous part they are called upon to play. As much cannot be said for the rear axle, which is a frequent offender. If driving in the mud and the ring or differential master gear are not running in correct alignment there will be a loud hum, worn valve stems or stem guides to the ear, but presages trouble for the pocketbook. When the pinion and gear clearance is not correct there is also a humming accompaniment to operation. Adjustments in this unit usually require the shifting of the whole unit, a job that is not for inexperienced hands, and in general it may be said that trouble in the rear axle demands the best mechanical medical attention that can be got.

Of course there are many minor squeaks and rattles from fenders, wheels and all the rods and linkages. The only remedy is to give the whole on and under the chassis. The wheels are going over and tightening from time to time. As the car grows older the need for this increases. In fact, the best general advice that can be given, in this connection is take care of the lubrication of the car; let it be correct and copious; give the car a going over once a week with the wrench, tightening everything that seems to have loosened.

SOME GAS SAVING FIGURES

Packard Test Shows The Way To Efficiency

A saving in gasoline three times as great as that of the motorless trucks of America.

This significant fact was developed through the three months efficiency test conducted by the Packard Motor Car Company, and is based on the increased efficiency of the winning contestants. If every owner and driver would make this same improvement—easily possible through better planning, routing and operation—gasoline totaling many millions of gallons could be saved each year.

The Packard test also showed that the cost of his hauling as much as the winners did during the period of the test America's 400,000 truck owners would save in excess of \$140,000,000 each year.

Keeping The Engine Warm

The necessity of keeping engines sufficiently warm has long been realized by automotive engineers and is gradually being recognized by car manufacturers as shown by their adoption of various devices for this purpose. Quite naturally, engine temperature regulating devices were first adopted by the pioneer manufacturers of cars with eight and twelve cylinder engines. Such high multiple cylinder engines possess such a large proportion of cylinder wall area in comparison to piston displacement, that the necessity of keeping the cylinders hot is especially urgent, if reasonable fuel economy is to be obtained. With water cooled cars, engine temperature control is obviously secured by varying the amount of heat the radiator is permitted to reject to the air and this, in turn, is regulated either by varying the amount of engine-heated water which passes into the radiator or by controlling the amount of air drawn through the radiator. The former method comprises the use of either of a thermostatically operated valve set into the engine jacket which, when closed, entirely blocks the circulation to the radiator until the jacket water temperature is sufficiently high or the use of a by-pass pipe, which is a thermostatically operated valve being thermoelectrically operated. The latter method comprises the use of an adjustable radiator shield applied to the radiator front, usually built like a window blind out of thin, interconnected slats which, when all turned flat with the radiator, almost completely cover it and when turned at right angles to the radiator offer very little obstruction to the passage of cooling air. The slats can either be opened by a hand operated rod which is brought through to the dash, the indications of radiator thermometer being followed by the operator or they can be arranged to be automatically opened by a thermostat as soon as the jacket water attains a suitable working temperature and automatically closed when the water temperature falls below the adjustable shield method has

the advantage that if somewhat protects the radiator against freezing while, with the other method the radiator is left entirely open to the air, with no water circulation through it, until the jacket water becomes warmed up and thus the cooling systems of cars equipped with valve control of their circulating water temperature must be filled with anti-freeze solution at all times when freezing temperatures prevail. Summer makes of cars are already equipped with water temperature control devices and many more are likely soon to be, and such devices, applicable to cars by their owners, are already beginning to be marketed.

Car Wiring Systems Should Be Simpler

Must Be Given Attention If Owners Are To Look After Their Motors

It is conceded that our present automobiles are simple in construction, the parts are accessible and easy of repair. True, criticism can be made of any vehicle or any unit but there is one part of the car which can easily be given immediate attention if the owner is expected to be able to care for it. This refers to the wiring. In some cars there is such a network of wires, connections, terminals, etc., that once there is a short circuit, or the wiring is disturbed, it requires a great deal of time and much skill in straightening matters out. It is all right to say "consult a wiring diagram," but it appears after a study of the situation that the wiring in most cars ought to be simplified. Why should it be necessary to have as many as twenty-five different wires in one system while half the number serves in another? Certainly the latter wiring is the simpler. Why then use the complicated one? Wiring in many cars is simply a makeshift job; the wires are hard to trace, the terminals are cheap soldered connections in the most inaccessible places. There is a considerable reward awaiting someone who will work out a simpler system than those now in use, with better protection to the wires and a scheme of removing and attaching all wires in case of trouble.

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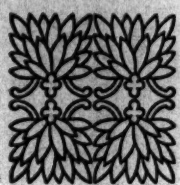
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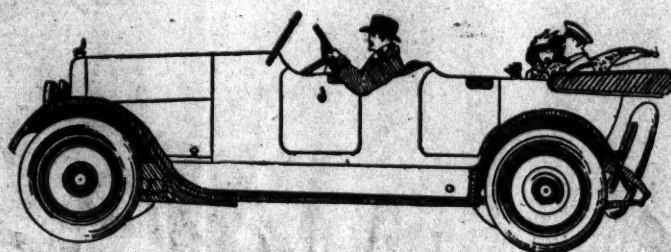
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5-PASSENGER TOURING CAR

Note the extremely high radiator running right back to the high front cowl; the low backward-tilted windshield; the ample leg-room for all occupants; the smart, individual appearance that immediately places it in the class of the "custom-built" car; and its long symmetrical lines. In the interior trim upholstery and cushion work, as well as in the exterior colour and varnish, the car testifies to careful manufacture by men who strive for the niceties in motor-car construction. Deep upholstery is another of the luxuries which go to make up the smart elegance of this Moon Model.

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SPORTING NEWS SECTION

THE CHINA PRESS

SHANGHAI, SUNDAY, JANUARY 12, 1919

NANYANG TAKES FOOTBALL TITLE

Defeats St. John's By 1-0, Winning East China College Championship

2,000 SEE GREAT GAME

Both Teams Play Brilliant Football Though Field is Deep in Mud

Nanyang College won the inter-collegiate football championship of East China for the fourth time in five years yesterday when the crack eleven coached by A. H. Leslie defeated St. John's University 1-0 on a field that was inches deep in mud. The battle attracted 2,000 spectators to the St. John's field and the winners were rewarded with one of the best games of the year. The lone tally came after ten minutes of play in the second period.

Twenty-one corner kicks, 13 of them in the first half, did not give St. John's a score. The failure to count from any of the attempts assured Nanyang of the championship.

Despite the miserable weather conditions, the teams played brilliant football, both eleven showing a highly-developed defense system.

St. John's won the toss and, with the advantage of a heavy wind, carried the game to Nanyang throughout the first period. Assault after assault was lodged at the Nanyang goal, the work of the St. John's forwards being consistently spectacular. The crack Nanyang defense withstood the attacks magnificently and the period ended with no scoring, despite the 13 corner kicks which availed the home eleven nothing. St. John's had the best of the half.

A long shot by D. S. Lee, Nanyang's outside left, ten minutes after the start of the second period, spelled St. John's defeat and transformed the Nanyang supporters into a wildly cheering mob.

The game was well handled by Capt. E. L. Barrett, the referee, and two members of the Police Football team, who officiated on the lines.

Yesterday's victory gives Nanyang the 1918-1919 title. Last year the championship went to St. John's for the only time in five years.

There was a big celebration at Nanyang last night with a bonfire, fireworks, a parade of the students and several speeches.

CHINESE RUN OVER AMERICAN QUINTET

Y.M.C.A. Day School Second Defeat School Team By 52-4 Score

The Young Men's Christian Association Day School second team swamped the American School second team last night at the Y.M.C.A. gymnasium 52-4. The American school basketballers were no match for the Chinese quintet.

Tom Chang, with 11 goals from the floor and one from the foul line, and Henry Lee, totaling 20 points from the floor, were the heavy scorers.

Viking's two baskets gave the American School their only points.

The summary:

American	Y.M.C.A. Day School
Haswell	11 Tom Chang
Viking	11 Henry Lee
McDaniel	10 Marcus Chiu
Edrich	10 Wolf Wong
White	10 Kemp Yau

Goals from floor: Viking 2; Tom Chang 11; Henry Lee 10; Marcus Chiu 10; Wolf Wong 10. Goals from foul: Tom Chang 1; Marcus Chiu 1. Time: Two 15 minute periods. Referee: Chen. Timer: Neo. Score: 52-4.

Mail Notices

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For Japan: Per N.Y.K. as Chikugo M. Jan. 13 Per N.Y.K. as Tachibana M. Jan. 14 For U.S. Canada and Europe: Per C.M. as Nanking Jan. 15 Per R.M.S. as of Japan Jan. 17 For France: Per M.M. as Portbou Jan. 18

Smiles from the Mixed Court



Perhaps it was that Tsang Ah-pau and Dau Ah-nyi were not "al ah-ing" in the proper key or tempo of the laundrymen's gull. At any rate Chinese Police Constable No. 666 cast a cold suspicious glance their way as they strolled by him on Great Western Road, each at the end of a bamboo pole with a high heaped basket of soiled clothing between them. He followed up the glance with a persuasive suggestion that they put down their burden and take a rest.

Tsang and Dau said they were not tired but if he insisted they would take a breather. From passing the time of day the conversation drifted into the topic of clothes and Officer 666 made a couple of ingenious inquiries about the basketful before him. Neither of his new acquaintances seemed disposed to carry on the subject and the C.P.C. said he hoped he hadn't offended them by growing personal, at the same time poking the clothes with his night stick. And at this juncture the party broke up in riotous style.

For at about the second poke of the officer's club there issued forth a wild squawking from that innocent looking pile of garments. Everybody was embarrassed, Tsang and Dau especially. Their embarrassment increased as the C.P.C. kicked over the basket and a resounding harvard cheer of relief went up from the 12 paroled chickens and 3 abducted ducks which had been smothering beneath the laundry.

Dau got a year and Tsang, being less involved in the deal, got six months when the episode received the attention of the court next morning.

Vicissitudes Of Housekeeping
Waung Daur had need of more equipment in order to try up the batch of noodles he contemplated for the evening menu. He had the pan and the noodles and that anticipatory tickling of the palate. So he strolled over to the establishment of Li Foo on Bing Liang Road and asked Li to lend him a cooking pan lid.

Li, it appears, is not a very firm friend of the Waung family and after thinking the matter over he declined to make the loan. Waung grinned cheerfully to show that he backed no hard feelings and stood about a bit making mental census of the neighborhood and trying to figure out who would be most apt to accommodate his needs. While he cogitated came another caller and rapped at Li's front door. Li, this party, also wanted to borrow a lid for his cooking pan! And to this gent Li, without stipulation or delay, handed over the cover.

Emotions arose within Waung as he witnessed this scene and bereft him of the speech he wanted to pour into Li's ear. Puming, he strode to the home of his brother nearby and told the tale. Emotion arose likewise and laid hold of this offshoot of the Waung family. In fact, so emotional did the brother become that he picked up a bamboo club, dashed over to Li's and proceeded to relieve his feelings by the simple process of applying the wood to various outstanding portions of Li's anatomy.

Li testified in Court that as a result of the second Mr. Waung's attack of temper, witness had gone to pass a week at the hospital, at an expense of 20 cents per diem. The court decreed that the original Mr. Waung would have to stand for Li's hospital bill and deposit \$2 to the profit side of the witness's account besides.

Has Anybody Seen This Ship?
Seeing Tsang Ling-sung laboring along the creek front with a sack containing about \$20 worth of cotton on his back, a C.P.C. of inquiring turn of mind questioned him as to his right of title.

Tsang hemmed and hawed so long that the policeman took him over to the station, sat him down and told him to take his time about collecting his thoughts. After a period the interned party made declaration that he had collected the cotton on a boat by sweeping up the waste from the hold. The policeman strolled down to the waterfront again and collared with a rampant rumor to the effect that a quantity of cotton had been stolen from a temporarily unattended barge. Also about \$20 worth.

INDOOR SPORTS



At The Theaters

Serial pictures are popular with Shanghai film houses during the coming week, instalments of continued photo-plays having been announced by the managements of the Apollo, Victoria and Isis Theaters. Miss Ethel Barrymore continues at the Olympic in "The White Raven," a big part Metro production that has drawn big houses.

Beginning tomorrow night, Roger's and Bailey's International Circus will hold forth every night at the Tien Chihai Wutai Theater, Kiang Road. Party sensational acts are billed and artists from all over the world will be seen. There will be matinees Saturday and Sunday.

Tonight offers the last opportunity to see Dorothy Gish and Owen Moore in a Triangle comedy, "Susan Rocks the Boat," at the Apollo. The film has proved popular. Tomorrow night will bring the sixth episode of "The Count of Monte Cristo." Many local theater-goers are following the classic serial. Lonesome Luke in "The Big Idea" and British and American War pictures are also attractions. This afternoon the Apollo will screen the final episode of "Who Is Number One?" and the five-part Paramount, "Little Mary Sunshine," with Baby Marie Osborne.

Two episodes of "The Red Ace" head the program at the Victoria Theater this afternoon, tonight and tomorrow night. Two comedies, "The Return of the Widow" and "Oscar in Search of a Wife" round out the bill.

At the Isis Theater this afternoon the 12th and 13th episodes of "The Red Ace" and "The Black Box" will be screened while tonight a special performance will be given by the Yiddish Operette and Dramatic Company.

The Isis program for tomorrow includes the fifth and sixth episodes of "The Black Box" and the ninth and tenth instalments of "Who Is Number One?"

He went back to the station and broke the news to Tsang. "I'll go down to the boat with you and prove I'm right," declared Tsang. "I'll go down to the boat with you and prove you're wrong," snapped the C.P.C.

So they went.

The boat had sailed fifteen minutes before they arrived, bound for parts unknown.

The scales seemed to be about even in the case until the police indulged in a little research work. Then the bar sagged sharply with Tsang on the light end and a program was mapped out for him to follow for the next thirty days.

A Special Constable of Sherlockian proclivities was passing along Haining Road a few days since when he noted a gathering of people around a table in a small shop. Approaching stealthily he saw upon the table a quantity of dominoes and sums of silver. The noise could probably not have been heard in any part of Footing. In the Mixed Court Dan Tui-se, the proprietor of the shop, denied the charge of gambling. The dominoes had merely been brought in to be repaired and the concourse of spectators had only gathered round to admire the expert accomplishment of this work. Which alibi was feasible enough to let Dan in for a \$5 fine.

Jottings From A Football Notebook

By Whistle

After the off-side law next in importance in football ranks "Law 9" and two points can be dealt with under this head, "The Free Kick" and the "Penalty Kick."

This law deals generally with rough and ungentelemanly play and by enforcing it and taking the initiative where he sees necessary a referee can prevent rough play developing and generally keep the players in a good humor.

Nothing tries the temper of a player so much as to have some nasty little trick played upon him and to obtain no redress, and as a result he tries to get his own back and rough play starts, whereas if the offender was immediately pulled up, the grievance is generally forgotten.

Taking the nine offenses enumerated in this law we find that, tripping, kicking, striking, jumping, holding, pushing, charging violently and dangerously, charging from behind are all directed against a player and must of necessity be intentional to merit punishment, while the remaining offense, "Hands," is applicable only to the ball and can be punished whether intentionally committed or not.

The official definition of tripping is intentionally throwing or attempting to throw an opponent by use of the legs or stooping in front of or behind him. So that if a player in going for the ball trips up an opponent's foot, thereby throwing him, it would not be considered a trip within the meaning of the law, as the attacker's primary object was the ball. On the other hand, should a player, in intercepting a pass from an opponent, so place his foot as to be between the ball and his opponent's foot and the latter is thrown, he would be penalized, although may be his primary object was the ball, the trip being quite unintentional. He would be penalized for the reason that if the offender's foot had not been there the opponent would have secured the ball and would have been able to make further use of it, whereas he was unfairly robbed of that opportunity and the opposite side gaining an advantage thereby.

Again, if a player attempted to trip an opponent and was unsuccessful, the fact that he made such an attempt is sufficient to warrant punishment.

Jumping at an opponent must, of course, be intentional to be penalized and differs from jumping to play the ball, but many players in charging an opponent do so with one leg raised, and as this is considered a dangerous practice would consequently be penalized.

It is very seldom that a player deliberately holds an opponent but it will be noticed very often that a player in warding off an opponent to

allow one of his own side a free kick at the ball extends his arms from the body. Also in the case of two players running together with the ball, one tries to keep the other away by extending his arm against an opponent. In both instances an offense is committed as the official definition of "holding" includes the obstruction of a player by the hand or any part of the arm extended from the body.

Charging is permissible, but must not degenerate into rough play. A player's first intention should always be the ball, but many players forget this and indulge in some quite unnecessary horseplay and wonder why they are penalized. A referee can tell as well as any one whether a heavy charge is necessary to obtain possession of the ball and as it is his duty to put down rough play, he is going to act promptly. Again, charging an opponent from behind is exceedingly dangerous and must not be tolerated and although it is permissible where a player is intentionally obstructing an opponent great care should be taken to see that it is in no way dangerous. If players would hustle more and charge less the games would not be so rough and accidents not so frequent.

Now comes the remaining offense to be dealt with, "Hands." Every player is credited with the best of motives and a referee does not lay great stress on an infringement of Law 9 unless obviously premeditated, because in the majority of cases any slight lapse is due to the excitement of the moment and is always regretted immediately. However, what the referee does take strict notice of is the influence such a lapse has on the game and as it is his duty to see that each side gets fair play, he must, in many cases, penalize an offender although the offense can be claimed as unintentional. Many players think that because an offense is quite accidental no punishment can be awarded. They are entirely wrong as the following cases will show.

An attacker approaching the opponent's goal has the ball and is within the penalty area. An opposing back runs to tackle him, and seeing this, the attacker decides to pass the ball to another of his side who is unmarked and has a clear shot at goal. But unfortunately the opponent's back stumbles, and in doing so intercepts the ball with his arm and deflects it in a direction away from the attacker to whom it was passed, incidentally robbing him of his shot at goal.

A clear case of accidental "hands" is the verdict of the onlookers and quite right too, but they do not consider its influence on the game. On the other hand the referee views it from the effect it had and awards a "free kick" reasoning as follows: The attacker lost his shot obviously unfair, as he had a very good chance of scoring. Therefore why should the attacking side be placed at a disadvantage through one of the opponents handling the ball, where if he had not done so, a goal might have been the result. To pass such a case would be allowing too much scope to unscrupulous players and as an offending side is not allowed to gain an advantage by infringing the laws, a free kick is the only award.

Important notice should be taken of the fact that it is only those cases where the infringement is quite accidental and has no material effect on the game that are allowed to pass. Should the advantage accrue to the offending side from an accidental breach it is impossible to allow play to go on without some redress as it

(Continued on Page 2)

By Tad

BASKETBALL ON TUESDAY NIGHT

Amateur League, With Six Teams, To Start On New Schedule This Week

45 GAMES ARE CARDED

Navy And American School Fives In Opener At Rowing Club Gymnasium

The Shanghai Amateur Basketball League, organized during the week, yesterday announced a schedule of 45 games to start Tuesday night at the Rowing Club gymnasium. The circuit is made up of six teams, the Y.M.C.A. Reds, Y.M.C.A. Blues, Shanghai American School, United States Navy, Shanghai Rowing Club and Y.M.C.A. Training School of Physical Education.

The season will open with the American School and Navy quintets clashing. The complete schedule follows:

Date	Teams	Where
Jan. 14	Navy vs. S.A.S.	S.R.C.
Jan. 15	Blues vs. S.R.C.	S.R.C.
Jan. 16	Reds vs. Training School	Y.M.C.A.
Jan. 18	Training School vs. S.A.S.	Y.M.C.A.
Jan. 20	Navy vs. Reds	S.R.C.
Jan. 20	S.R.C. vs. Training School	S.R.C.
Jan. 22	Training School vs. Blues	Y.M.C.A.
Jan. 22	Navy vs. S.R.C.	Y.M.C.A.
Jan. 27	Navy vs. Blues	S.R.C.
Jan. 29	Reds vs. S.R.C.	S.R.C.
Jan. 30	Training School vs. Blues	Y.M.C.A.
Feb. 1	Navy vs. S.A.S.	Y.M.C.A.
Feb. 2	Reds vs. Blues	S.R.C.
Feb. 5	S.R.C. vs. S.A.S.	S.R.C.
Feb. 6	Navy vs. Training School	Y.M.C.A.
Feb. 8	Blues vs. S.A.S.	Y.M.C.A.
Feb. 10	Navy vs. Reds	S.R.C.
Feb. 10	Blues vs. S.R.C.	S.R.C.
Feb. 13	Navy vs. Blues	Y.M.C.A.
Feb. 13	Reds vs. S.R.C.	Y.M.C.A.
Feb. 15	Training School vs. S.A.S.	Y.M.C.A.
Feb. 17	Navy vs. Training School	S.R.C.
Feb. 17	Blues vs. S.A.S.	S.R.C.
Feb. 20	Reds vs. Blues	Y.M.C.A.
Feb. 22	Reds vs. S.R.C.	Y.M.C.A.
Feb. 24	Navy vs. Blues	S.R.C.
Feb. 24	Reds vs. S.R.C.	S.R.C.
Feb. 27	Reds vs. Training School	Y.M.C.A.
Feb. 27	Blues vs. S.R.C.	Y.M.C.A.
Mar. 1	Training School vs. S.A.S.	S.R.C.
Mar. 3	S.R.C. vs. S.A.S.	S.R.C.
Mar. 8	Training School vs. Blues	Y.M.C.A.
Mar. 6	Navy vs. Reds	Y.M.C.A.
Mar. 10	Navy vs. S.R.C.	S.R.C.
Mar. 12	Reds vs. S.A.S.	S.R.C.
Mar. 13	Training School vs. S.R.C.	Y.M.C.A.
Mar. 15	Navy vs. S.A.S.	Y.M.C.A.
Mar. 17	Reds vs. S.A.S.	S.R.C.
Mar. 19	Navy vs. S.R.C.	S.R.C.
Mar. 19	Blues vs. S.R.C.	S.R.C.
Mar. 20	Reds vs. Training School	Y.M.C.A.
Mar. 24	Training School vs. S.R.C.	S.R.C.
Mar. 24	Reds vs. Blues	S.R.C.
Mar. 29	S.A.S. vs. S.R.C.	Y.M.C.A.
Mar. 29	Navy vs. Training School	Y.M.C.A.

Messrs. V. E. Scott and A. H. Swan, who make up the committee, have announced the following rules for the League:

- The official rules of the League are the 1918 joint rules of the American A.A.U., Y.M.C.A. and National Collegiate Association. The official copy is in the hands of the Committee on Rules.
- The ball to be used will be decided by the referee before each game.
- The schedule as printed will not be altered. If one of two teams cannot play on a certain date, the other team shall claim a forfeit, provided it presents at least four players at the time and place of play prepared to proceed with the game.
- The referee appointed to officiate such game shall also be present to see that the above conditions are carried out and to declare the game forfeited.
- In case both teams fail to appear at the given time and place as per schedule the referee shall declare a game played and lost for each team.
- Eligibility.
The Navy team is open to any enlisted man in the U. S. Navy.
The Y.M.C.A. Reds and Y.M.C.A. Blues will each submit to the Com-

DARN THE WEATHER MAN!

There was no Paper Hunt yesterday.

mittee a list of not more than ten foreigners who are members or secretaries of the Y.M.C.A. Additions to this list will only be made upon application to the Committee.

The Training School team is open to any Chinese on the faculty or in the student body of the Y.M.C.A. School of Physical Education.

The Shanghai Rowing Club will submit to the Committee a list of not more than ten men who are members of the Club. Additions to this list will only be made upon application to the Committee.

The Shanghai American School team is open to any member of the faculty or student body of the S.A.S. Members of one league team may not be used to play on another league team in a league game. Penalty— forfeiture of the game.

4.—Referee, umpires, scorers and timers will be appointed by the Committee.

5.—Protests. No protest can be made against an official on a question of fact. On matters of interpretation of rules and eligibility of players, protests must be made in writing to the Committee immediately after the close of the game.

Disputes on all points not covered by the official rules or by the above will be submitted to the Committee for decision.

Discussion On Football Topics

(Continued from Page 1)

would be unfair to the side offended against.

Special notice should be taken of the fact that a goal may be scored direct whether the ball touches a player of either side or not if a free kick is awarded for any breach of Law 9, but not from any other free kick.

Furthermore it should be noted that any infringement of Law 9 by the defending side within the penalty area has to be intentional for the referee to award a penalty kick, but it must never be forgotten that the referee is the sole judge of such intention and although the infringement might be considered by some as accidental, the referee might, and very often does, place another construction on it, as was the case recently.

An attacker was about 6 yards from the opponent's goal and had just started himself to shoot when a defender who had been running behind him tried to overtake him stumbled into the attacker and hit him in the back, thereby causing him to miss his shot. The referee gave a penalty.

In the first place the attacker would most certainly have scored a goal, had he been allowed his shot and in the second place the referee considered the offense intentionally committed, although done in the excitement of the moment and with no premeditation.

As already mentioned, very few players deliberately foul an opponent, consequently the question of deciding what was intentional and what was accidental is, or rather was, a very hard one for the referee, but now the official definition of "intentional" is as follows: A referee must deem an offense intentional when in his opinion it was possible for the offender to have refrained from committing such offense.

Therefore from the case just recorded it must be construed that when the opponent found he could not overtake the attacker he should have been very careful not to molest him in any way, but as he did not choose to do so, the offense must be considered intentional within the meaning of the law.

Another instance was where a defender had fallen down in front of his goal and whilst on the ground, handled the ball. In giving the penalty the referee had in mind the act that the offender could easily have got out of the way of the ball, but did not choose to do so, therefore offense must be considered intentional.

From the foregoing it will be seen that the awarding of a penalty kick depends entirely upon the interpretation of the offense by the referee. If he considers the offender had a reasonable opportunity to avoid the infringement and does not take it then he must deem it intentional. On the other hand if the referee is convinced that an offense was quite accidental and could not have been avoided he may pass it, always providing the offending side do not gain an advantage thereby.

In concluding these notes it is just as well to add one or two points well worthy of attention.

1.—A penalty kick can be awarded irrespective of the position of the ball at the time the offense is committed.

2.—If a goalkeeper has been changed without the referee being notified, and the new goalkeeper handles the ball within the penalty area, a penalty kick must be awarded.

3.—If when a penalty is taken the ball hits the goalpost or bar and re-

Sextette To Play Next Saturday



This is the "Zimro" sextette which begins a series of concerts at the Olympic Theatre next Saturday night. All the members of the sextette were formerly soloists in the Imperial Theatre at Petrograd. When the British Government made its declaration relative to

Palestine, the Central Zionist Society in Petrograd conceived the idea of forming the Zimro Sextette for the purpose of interpreting the spirit of Jewish music. The opening concert next Saturday will consist of classical compositions but the one following will consist exclusively of Jewish music.

Shanghai Rifle Association

Shanghai Charity Cup Shoot

Under the most unfavorable weather conditions the third competition for the Shanghai Charity Cup took place yesterday. There were 5 entries (1 post entry) but only 3 competed. Q.M. Scott, W. T. Rose won the trophy with an excellent score of 96 points. He also won both January monthly competitions, which were shot in conjunction with the cup. F. W. W. Scott, of the Maritime Co., was second with 94 points.

The following are the scores of 81 and above:

Names	200	300	500	Total
1—W. T. Rose	32	32	32	96
2—F. W. W. Scott	31	31	32	94
3—E. W. Godfrey	29	29	28	86
4—O. L. Libert	28	28	30	86
5—Geo. Dunlop	29	29	28	86
6—T. Watanabe	28	28	31	87
7—W. J. Terrill	28	27	32	87
8—C. P. Grant	26	26	34	86
9—A. M. Collaco	26	29	31	86
10—T. W. Mitchell	25	25	36	86
11—C. E. M. Thom-	29	26	31	86
12—H. Lane	22	25	39	86
13—G. A. Fitch	28	28	30	86

JUST ARRIVED

SPALDING'S GOLD MEDAL



GOLF CLUBS GOLF BALLS

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"The Store of Quality"



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MARTIN'S APOLLO STEEL PILLS

A French Remedy for all Irrregularities. These pills are a sort of Martin's Pills in the form of a French Remedy for all Irrregularities. They are a sort of Martin's Pills in the form of a French Remedy for all Irrregularities. They are a sort of Martin's Pills in the form of a French Remedy for all Irrregularities.

The Shanghai Chemical Laboratory
No. 4 Canton Road

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line)									
STATIONS	Local	Fast	Slow	Fast	Local	Fast	Slow	Fast	Local
SHANGHAI	dep.	7.35	8.10	8.40	12.45	13.15	13.45	14.15	14.45
SOOCHOW	arr.	10.15	10.45	11.15	15.15	15.45	16.15	16.45	17.15
WUSU	arr.	10.45	11.15	11.45	15.45	16.15	16.45	17.15	17.45
CHANGCHOW	arr.	11.15	11.45	12.15	16.15	16.45	17.15	17.45	18.15
YANGTUNG	arr.	11.45	12.15	12.45	16.45	17.15	17.45	18.15	18.45
CHINKIANG	arr.	12.15	12.45	13.15	17.15	17.45	18.15	18.45	19.15
NANKING	arr.	12.45	13.15	13.45	17.45	18.15	18.45	19.15	19.45
NANKING TO SHANGHAI NORTH—Down									
STATIONS	Local	Fast	Slow	Fast	Local	Fast	Slow	Fast	Local
NANKING	dep.	7.35	8.10	8.40	12.45	13.15	13.45	14.15	14.45
CHINKIANG	dep.	10.15	10.45	11.15	15.15	15.45	16.15	16.45	17.15
YANGTUNG	dep.	10.45	11.15	11.45	15.45	16.15	16.45	17.15	17.45
CHANGCHOW	dep.	11.15	11.45	12.15	16.15	16.45	17.15	17.45	18.15
WUSU	dep.	11.45	12.15	12.45	16.45	17.15	17.45	18.15	18.45
SOOCHOW	dep.	12.15	12.45	13.15	17.15	17.45	18.15	18.45	19.15
SHANGHAI	arr.	12.45	13.15	13.45	17.45	18.15	18.45	19.15	19.45

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down									
STATIONS	Local	Fast	Slow	Fast	Local	Fast	Slow	Fast	Local
WOOSUNG	dep.	8.30	8.45	8.55	13.30	13.45	13.55	14.05	14.15
PORTS	arr.	8.45	8.55	9.05	13.55	14.05	14.15	14.25	14.35
WANGSIA	arr.	8.55	9.05	9.15	14.05	14.15	14.25	14.35	14.45
NORTH	arr.	9.05	9.15	9.25	14.15	14.25	14.35	14.45	14.55

January Monthly Competitions

Five best scores in each class:

First Competition

A Class: 200 300 Total

W. T. Rose 32 32 64(a)

O. L. Libert 28 28 56

G. A. Fitch 28 28 56

A. Collaco 26 26 52

B Class: 200 300 Total

T. Watanabe 26 26 52(b)

H. W. Lambert 23 23 46

C. C. Eng 27 27 54

Y. B. Fong 20 20 40

S. Okada 23 23 46

S. Collaco 19 19 38

C Class: 200 300 Total

E. W. Godfrey 29 29 58(c)

G. Dunlop 28 28 56

A. T. Gomes 26 26 52

G. V. Jensen 27 27 54

H. Priestley 25 25 50

D Class: 200 300 Total

C. P. Grant 26 26 52(d)

T. W. Mitchell 25 25 50

H. Robinson 21 21 42

T. Ohshima 24 24 48

A. C. Godby 20 20 40

(a) Winner of spoon and 1st leg on cup.

(b) Winner of spoon and 2nd leg on cup.

(c) Winner of cup (4th leg) and promoted to "B" class.

New members.

Second Competition

A Class: 300 500 Total

W. T. Rose 32 32 64(a)

O. L. Libert 28 28 56

W. J. Terrill 27 27 54

A. M. Collaco 29 29 58

B Class: 300 500 Total

T. Watanabe 26 26 52(b)

E. W. Godfrey 29 29 58

H. Lane 25 25 50

H. W. Lambert 23 23 46

C. C. Eng 27 27 54

S. Okada 23 23 46

S. Collaco 19 19 38

C Class: 300 500 Total

G. Dunlop 28 28 56(c)

G. V. Jensen 27 27 54

J. Bartolini 24 24 48

A. T. Gomes 26 26 52

H. Priestley 25 25 50

D Class: 300 500 Total

T. W. Mitchell 25 25 50(d)

F. T. Smith 21 21 42

C. P. Grant 26 26 52

Z. Zeleny 21 21 42

B. Dawson 24 24 48

(a) 2nd leg on cup and winner of spoon.

(b) 2nd leg on cup and winner of spoon.

(c) 1st leg on cup and winner of spoon.

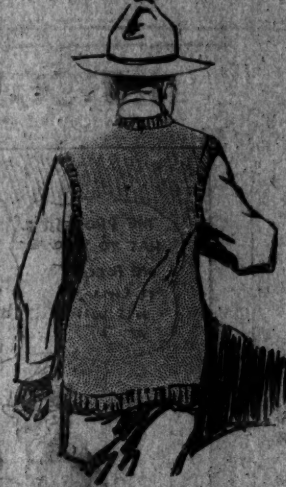
New members.

Annual General Meeting

Members are reminded that the annual general meeting of the Association will be held in the club room over to the gymnasium at the Town Hall on next Thursday at 5:45 p.m. when a full attendance is requested. Members willing to serve on the Committee for 1919 are requested to send in their names to Mr. A. M. Collaco, secretary and treasurer, care of the Russo-Asiatic Bank, before that date.

SILBERMAN'S SWEATER ANNOUNCEMENT

The Very Latest Sweaters



BOTH FOR LADIES AND GENTS

Direct from Gantner and Matterns, San Francisco

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The New High Grade Cigarette made in a larger size.

No recent improvement in cigarette manufacture has met with such popular favor as the larger size Virginia.

The pleasing blend of tobacco in Chienmen, made in a larger size, bids well to become the best liked of these larger Cigarettes.



This advertisement is issued by the British-American Tobacco Co., Ltd.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"									
STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow
Shanghai North	dep.	7.35	8.00	10.00	14.50	15.50	16.50	17.50	18.50
Lungchow	arr.	7.51	8.16	10.23	15.06	16.06	17.06	18.06	19.06
Longhua Junction	arr.	7.58	8.23	10.30	15.13	16.13	17.13	18.13	19.13
Zahkou	arr.	8.15	8.40	10.53	15.30	16.30	17.30	18.30	19.30
Shanghai South to Zahkou—"UP" MAIN LINE. ZAHKOU TO SHANGHAI SOUTH—"DOWN"									
STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow
Shanghai South	dep.	7.45	8.10	10.20	15.35	16.35	17.35	18.35	19.35
Lungchow Junction	arr.	8.15	8.40	10.53	15.52	16.52	17.52	18.52	19.52
Lungchow	arr.	8.59	9.14	11.02	16.07	17.07	18.07	19.07	20.07
Lungchow Junction	arr.	9.51	10.06	11.52	17.09	18.09	19.09	20.09	21.09
Lungchow	arr.	7.40	8.05	10.39	15.45	16.45	17.45	18.45	19.45
Zahkou	arr.	8.45	9.10	11.23	16.50	17.50	18.50	19.50	20.50
Longhua Junction	arr.	9.45	10.10	12.00	17.50	18.50	19.50	20.50	21.50
Lungchow Junction	arr.	10.10	10.35	12.25	18.25	19.25	20.25	21.25	22.25
Lungchow	arr.	10.35	11.00	12.50	18.50	19.50	20.50	21.50	22.50
Lungchow Junction	arr.	11.10	11.35	13.25	19.25	20.25	21.25	22.25	23.25
Lungchow	arr.	11.35	12.10	14.00	19.50	20.50	21.50	22.50	23.50

KONZENCHIAO TO ZANKOU										KIANGSHOO BRANCH LINE.										ZANKOU TO KONZENCHIAO																																	
Konzenchiao.....	dep.	6.50	8.25	11.25	14.00	15.55	18.55	Zhankou.....	dep.	10.10	12.25	14.55	17.20	Kenzhangmun.....	dep.	7.10	8.50	11.40	14.15	16.10	19.10	20.10	21.10	Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.30	Kenzhangmun.....	dep.	7.42	10.57	12.57	16.12	18.07	19.27	Zhankou.....	arr.	7.40	9.40	12.10	16.55	Konzenchiao.....	arr.	7.55	11.10	13.10	15.25	18.20	19.40